

COACH

Issue 610 £1

MART

October 18 1990

The image shows a white Caetano Optimo coach parked on a cobblestone street in front of a large, ornate stone cathedral. The cathedral features a prominent rose window and intricate architectural details. The sky is clear and blue.

**THE NEW
OPTIMO**
more comfort
more power
more style

Carlton P.S.V.

STOP PRESS

SOLD Our fully refurbished **Skyliner** is now available, re-moquette, re-trimmed, fully serviced, 77 seats, fully acceptable for Rapide work, further 5 years. Cherished plates, Mercedes manual. **SOLD** Re-painted white, in N. Press Rapide livery & cool box. Ac Stock No. 9021. Further examples available shortly.

NEOPLAN

1988 Neoplan Skyliner, 77 seats, Gardner engine, ZF Automatic, radio/PA/cassette, TV/video monitor, VHS recorder, toilet, fridge, drinks. Stock No. 0022

1983/4 Neoplan Skyliner, 71-75 seats, Mercede-Benz V10 engine, 6 speed ZF gearbox, toilet, fridge, radio/PA, drinks machine. Stock Nos. 9017 to 9023

1982 Neoplan Skyliner (with cherished plates), Well preserved and maintained, very recently re-moquette (blue) and resprayed (white), 71 recliners, Mercedes-Benz V10, 6-speed ZF gearbox, toilet, fridge, drinks machine etc. This vehicle has been in regular daily use — a very clean example. Stock No. 0004.

AEC

1977 PLAXTON EXPRESS, 53 seater, semi-auto gearbox, Bristol dome, white/black exterior, autumn tint moquette. Stock No. 0006.

VOLVO

1983 VOLVO B10M Jonckheere P599, choice of 3, 49 recliners, Telma, coffee machine, MoT Nov 1990.

1980 VOLVO B58 Air/Leaf Dominant, 12 metre, 53 seats, 48 recliners, 5 fixed, automatic gearbox, power door, tinted windows, curtains, side lockers, MoT Dec 1990. Stock No. 0012

1980 VOLVO B58 11 metre, 51 seats, Alpha power door, Telma, white livery, red moquette and MoT Nov 90. Stock No. 0014.

1979 VOLVO B58 12 metre, 57 seats (re-moquette), Alpha power door, side lockers, livery white and MoT Feb 91. Stock No. 0015.

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LEYLAND 1982 (AUGUST) TIGER 245

PLAXTON VIEWMASTER 12M, 49 recliners, red/orange moquette, courier seat, power entrance door, tinted side windows, curtains, o/s/r sunken toilet, continental door, water boiler, fridge, wiring for T.V./video, grey/duo green.

LEYLAND 1982 TIGER 245 PLAXTON

VIEWMASTER 12M, 49 recliners, green moquette, rear sunken toilet, continental door, double glazing, Webasto heating, driver's berth, aircraft style lockers to luggage racks, water boiler, fridge, T.V. + video wiring, cream/green.

LEYLAND 1981 (OCTOBER) LEOPARD

PLAXTON SUPREME 11M, 53 str. recently retrimmed in grey/red moquette, power operated entrance door, cream/red.

BEDFORD 1986 YNV DUPLE 320 12M

57 str., power door, grey/yellow moquette, tinted glass, cream/red.

DAF 1983 (NOVEMBER) DKFL

JONCKHEERE JUBILEE P50 12M, 49 recliners, blue moquette, power door, o/s rear sunken toilet with continental door, double glazed tinted windows, Tempo 100, wired T.V./video, Telma retarder, drinks machine, magazine nets, all white.

DAF 1983 DKFL PLAXTON PARAMOUNT

3200 12M, 51 recliners, autumn tint moquette, power door, double glazing, curtains, courier seat, continental door, Webasto, Telma retarder, white/green/black.

DAF 1983 DKFL VAN HOOL ALIZEE-H 12M

48 recliners, Autumn tint moquette, rear floor mounted toilet, continental entrance door, white/grey/red.

DAF 1982 (AUGUST) DKT PLAXTON

SUPREME VI 12M, 53 'E' type seats,

paramount front, double glazing, red/white/blue.

DAF 1981 (AUGUST) DKT DUPLE

Dominant IV 12M, 52 recliners, red moquette, rear toilet, courier seat, coffee machine, wiring for T.V. + video, all white.

QUALITY COACHES

BOVA 1984 EUROPA III Integral 12M, 49 str., beige/fawn/orange stripe moquette, centre sunken o/s toilet, continental door, wired for two T.V. monitors + video, drinks machine, Webasto heating, courier seat, carpets, power door, all white.

BOVA 1983 EUROPA II Integral 12M, 49 str., (44 recliners + 5 fixed), red moquette, power door, courier seat, curtains, toilet, continental door, TELMA, Webasto, driver's fan, all white.

VOLVO 1988 B10M DUPLE 320 12M, 61 str., grey/red moquette, power entrance door, curtains, Webasto heating, white/duo red.

VOLVO 1986 B10M PLAXTON PARAMOUNT 3500 12M, 49 recliners, sunken toilet o/s rear, courier seat, curtains, fridge, water boiler, tinted side windows, beige/blue moquette, white + yellow/orange stripes.

MOSELEY

Moseley Group of Companies, Derby Road,
Loughborough, Leics. LE11 0AH.
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SCOTLAND (0236) 22445

HEAD OFFICE
(0509) 213232

SOLD

Established **Skyliner** is now re-painted white, in N. Press Rapide livery & cool box. Ac Stock No. 9021. Further

MAN

1982 SR 280, 47 recliners, Sutrik air conditioning, 6 speed gearbox, o/s centre power door, o/s centre sunken toilet, driver's bunk, fridge, drinks machine, tinted double glazed windows, Rollo blinds, courier seat, Webasto and timer, seat back nets, headrest covers, wheel discs, driver's locker. Stock No. 0008

SCANIA

1986 Scania Berkhof Eclipse double deck, 76 seats, toilet, double glazed windows, Telma, coffee machine, livery maroon/white. MoT April 1991. Stock No. 0021

BEDFORD

1981 Bedford YNT 53 seater Plaxton, side lockers, autumn tint moquette, livery white/blue/yellow stripes. Reconditioned engine, new MoT Sept 1991. Stock No. M9014.

1980 Bedford PJK, 29 seater, Duple Dom, MoT 16.9.91. Stock No. 0007.

1979 Bedford YMT, 53 seater Plaxton, red/cream ext, red moq. Stock No. M9036.

LEYLAND

1982 Leyland Leopard 12 metre Dominant, 51 reclining seats, double glazed, Telma, radio/PA, Bristol dome. MoT Feb 1991. Stock No. 9033.

1982 Leyland Leopard 12 metre Plaxton, 49 seats, semi auto gearbox, toilet, coffee machine, side lockers, new MoT 16.08.91. Stock No. 0010.

1981 Leyland Leopard Duple Dominant, 53 seats, red moquette, livery white, new MoT 23.08.91. Stock No. M9012.

1981 Leyland 11 metre Plaxton, 53 (remoquette), X'Press, side lockers, grey/red moquette, new MoT 29.08.91. Stock No. 9013.

1981 Leyland 12 metre Plaxton, 49 recliners, cream exterior, Autumn tint moquette, new MoT 29.09.91. Stock No. 9010.

VOLVO 1986 B9M PLAXTON PARAMOUNT 3200, 45 str., brown moquette, power entrance door, all white.

VOLVO 1984 (AUGUST) B10M PLAXTON PARAMOUNT 3500 12M, 49 recliners, beige/red moquette, rear sunken toilet with continental door, driver's berth, courier seat, Webasto heating, TELMA retarder, drinks machine, curtains, tinted double glazing, power entrance door, wired/boxed for T.V./video, silver/blue.

VOLVO 1984 (SEPTEMBER) B10M BERKHOF ESPIRIT HIGH-LINE 12M, 49 recliners, saloon toilet at rear, courier seat, curtains, carpet, power entrance door, Webasto heating, grey/red moquette, all white.

VOLVO 1982 B58 DUPLE DOMINANT IV 12M, 53 recliners, brown moquette, tinted double glazed side windows, curtains, TELMA retarder, air/leaf suspension, automatic chassis lubrication system, cream + brown/grey reliefs.

VOLVO 1981 B58 PLAXTON SUPREME 12M, 49 recliners, brown moquette, toilet at nearside rear, power entrance door, tinted side windows, curtains, white.

VOLVO 1981 B58 DUPLE DOMINANT II 12M, 48 recliners, red moquette, rear n/s saloon toilet, rear servery, curtains, all white.

VOLVO 1980 B58 DUPLE DOMINANT II 11M, 53 str., recently re-trimmed in autumn tint moquette, power entrance door, side lockers, Bristol dome, all white.

VOLVO 1980 B58 PLAXTON SUPREME 11M, 53 str., red/black moquette, green/black.

VOLVO 1979 (LATE) B58 PLAXTON SUPREME 12M, air/leaf suspension, automatic gearbox, TELMA retarder, 51 recliners, autumn tint moquette, power entrance door, side lockers, all white.

COACH MART

Issue 610

October 18, 1990

5 News: Jobs go in National Express restructure; there's new vehicles to see at Expo Coach 90; Thames Transit picks-up coach services; Javelins head for Europe.

There's a shake-up at National Express — **see page 5**

12 Fleet Update: An Asquith Palace minibus goes to Wall's Coaches in Manchester; Snell's, of Newton Abbott, buys a Scania from Stuart Johnson; Country Lion (Northampton) picks-up a Jonckheere Deauville.



How are the six doing in our Maintenance Diary?

— **see page 21**

15 On Target: Marksman looks at the options available for those borrowing money; and gives some tips to operators who travel abroad.

17 Letters: There's more discussion on Plaxton's sale; a company has problems with speed limiters; plus Nostalgia Corner.

19 Diary: Mealstop brings you news of a great new competition for bus drivers; and introduces you to a super 'Brain'.

21 Maintenance Diary: Mike Morgan discovers how economy is playing a part in our fourth look at the performance of six different coaches.

27 Running Gear: Rod Davey has more information about this important aspect of the business in another special *Coachmart* feature.

35 New Vehicle: Mike Morgan has been to Portugal to look at the Optimo II.
* **COVER STORY**

37 BCC: Mark Barton reports from the BCC conference in Glasgow and looks at the challenges facing the industry in the 1990s.

41 Licensing & Legal: Magistrates clear Red Rose; Trathens fails in bid to increase the number of vehicles it can run; Crosskeys Coach has its licence application adjourned.

44 Tourism: A Norwich hotel offers you the best of British; there's more special coach offers available; a leisure park rolls out the red carpet.



Find out what's been happening at the BCC Conference
— **see page 37**

COMMENT

NEXT week's Expo Coach 90 show at Donington seems to have captured the imagination of many suppliers.

The exhibition has attracted a far better range of new products than critics believed it would. It seems that the show's organisers got their sums right from the start, and there was a need for an event in the 'off' years between the biennial Coach and Bus show run by the BCC.

Exhibits making their UK debut include the new Caetano Optimo, a new chassis from independent engineering firm ACE, several new minibuses and a plethora of support products. Details of all of these are in the show guide enclosed with this issue.

In these troubled times of high interest rates and the generally harsh financial and business climate, it is easy to be pessimistic about the present. The large number of companies facing insolvency and those cutting back in a desperate attempt to improve the bottom line are sure indicators that all is not well.

But the coach and bus industry is moving ever closer to a market in which only the fittest will survive. And to keep fit, companies need high-quality, reliable tools - from coaches to computers - to run their businesses. Thankfully, manufacturers have continued developing new products that help coaching keep pace with industry as a whole.

The new Optimo, the result of Salvador Caetano's tie-up with Toyota, is a classic example of product development with the industry in mind. Caetano says it listened very carefully to its customers - and quite literally examined *Coachmart*'s road test word by word - to decide on the improvements it would make.

The result is a good, competitive product which should help lift both the spirit and the bottom line in 1991. Read Mike Morgan's mini road test in this issue by all means, but come along to Expo Coach 90 to see the vehicle in action on the Donington circuit, and to see the many other products which could help shape your future.

Coachmart will be there. So make sure you find time to come along to our stand for a chat. We'll be pleased to see you.

STUART JOHNSON



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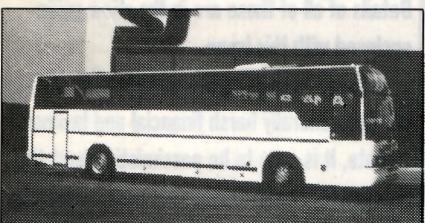
1989 F
DAF SB2300 DUPLE
320 SL ZF GEARBOX,
TINTED GLASS,
POWER DOOR, 57
RECLINING SEATS,
RADIO/P.A./
CASSETTE, ALL WHITE
EXTERIOR WITH
BROWN STRIPE
MOQUETTE INTERIOR,
M.O.T. 31.5.91.
CHOICE OF TWO.

DEPOSIT £20,000
18 MONTHS x £795
42 MONTHS x £1,395
BALLOON £20,000



DEPOSIT £20,000
12 MONTHS x £999
48 MONTHS x £1,699
BALLOON £15,000

1987 D
VOLVO B10M
PLAXTON 3500 4 STAR
53/49 RECLINING
SEATS, PLUS
COURIER, DOUBLE
GLAZED SIDE
WINDOW, FULL DRAW
CURTAINS,
DEMOUNTABLE
CENTRE TOILET,
AIRCRAFT TYPE RACK
DOORS, WEBASTO
HEATER, RADIO/PA/
CASSETTE, TV, VIDEO,
WATER BOILER, ALL
WHITE EXTERIOR WITH
GREY CHEVRON
MOQUETTE INTERIOR,
M.O.T. 16.5.91



1988 E
DAF MB230 PLAXTON
3500, 49 RECLINING
SEATS, PLUS COURIER
SEAT, REAR SUNKEN
TOILET, CONTINENTAL
DOOR, DRIVER'S
BUNK, WATER BOILER,
WEBASTO HEATER,
TELMA, ABS, RADIO/
PA/CASSETTE,
FINISHED IN ALL
WHITE WITH GREY
CHEVRON MOQUETTE
INTERIOR. M.O.T. MAY
1991.
CHOICE OF TWO.

DEPOSIT £20,000
18 MONTHS x £999
42 MONTHS x £1,750
BALLOON £19,250



DEPOSIT £15,000
12 MONTHS x £750
36 MONTHS x £1,182
BALLOON NIL

1985/86
LEYLAND TIGER 245/
260 DUPLE, HIGH
FLOOR COACHES,
FULLY REFURBISHED
BY S.J. LTD., FITTED
48/50 RECLINING
SEATS PLUS COURIER
SEAT, RETRIMMED IN
GREY CHEVRON
MOQUETTE, TINTED
GLASS, CURTAINS,
RADIO/PA/CASSETTE,
FINISHED IN WHITE,
M.O.T. JUNE 1991.
CHOICE OF FOUR.



1988 E
DAF SB 3000 PLAXTON
4000 DOUBLE DECK
COACH, ZF 7 SPEED
GEARBOX, 74
RECLINING SEATS
PLUS COURIER SEAT,
TINTED GLASS,
CURTAINS, DRIVERS
BUNK, TOILET, WATER
BOILER, ALL WHITE
EXTERIOR WITH GREY
CHEVRON MOQUETTE
INTERIOR, M.O.T. MAY
1991.

DEPOSIT £20,000
18 MONTHS x £999
42 MONTHS x £1,979
BALLOON £40,000



DEPOSIT £20,000
12 MONTHS x £1,100
48 MONTHS x £1,599
BALLOON £15,000

1989 F
DAF SB2305 AND MB
230LB CHASSIS
CAETANO ALGARVE
BODY FITTED, 53
RECLINING SEATS
PLUS COURIER SEAT,
REAR CONTINENTAL
DOOR, TINTED GLASS
WITH FULL DRAW
CURTAINS, GREY OR
BROWN MOQUETTE
INTERIOR.
CHOICE OF FOUR.

THIS DEAL IS:-

- ★ Heavily subsidised by Stuart Johnson Limited
- ★ Very flexible and can be modified to suit any value of part exchange vehicle
- ★ Subject to status and subject to vehicles remaining available

DON'T FORGET
YOU REMAIN THE
OWNER OF THE
VEHICLE

THIS DEAL IS NOT:-

- ★ An 'operating lease' which leaves you with no equity in the vehicle at the end of the lease period
- ★ A 'low start' package with inflated instalments after the first 18 months

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■ EMPLOYMENT

Jobs go in National Express shake-up

AS part of a radical restructuring programme, National Express is to cut 55 jobs and replace its area control centres with a national control centre at its head office in Birmingham.

National Express' wholly-owned subsidiary Rotherham Travel Services is due to close at the end of this month with the loss of 36 jobs (*Coachmart*, August 30).

In a move believed to be unrelated to the cuts, development director Mike Grant has resigned and will leave at the end

of this month.

As part of the far-reaching reorganisation, three of the existing area control centres - Peterborough, Leeds and Bristol - will be closed and new regional boundaries will be drawn up.

National Express divided its nationwide operations into four regions in March this year, but is now to restructure again. Boundaries will be revised to create a south, central and north region in England, plus the Caledonian Express



National Express: reorganising as jobs are shed.

Scottish region. All the changes are due to take place next month.

Marketing director Bernard Davies said operators contracted to National Express 'would find a change in the people and location they deal with,' but claimed the moves were designed to 'make the arrangements more efficient.'

Mr Davies also said the

restructuring was a reaction to the overall economic downturn: 'We had a poor spring and early summer - although the summer high season and early autumn has turned out a lot better. The tightening of money available to the general public has meant that optional travel is being squeezed.'

'We won't make any significant profit this

year. turnover is up, but not as much as it ought to be,' he added.

National Express Limited, the company bearing the cuts and responsible for the long distance network, currently employs around 600 people. National Express Holdings, which includes Crosville Wales and all travel services companies, employs around 1,800.

■ COACH SALES

Kassbohrer goes for new German market



The 50,000th Setra: bound for former GDR city Dresden.

KASSBOHRER chose the Berlin Motor Show to hand over its 50,000th vehicle and simultaneously celebrate branching out into the new united Germany.

Appropriately, the 215HDH went to an East German operator based in Dresden. Already, Kassbohrer has established eight sales and service outlets in what was once GDR, writes correspondent Bill Godwin.

The Ulm-based company has now been building integral Setras (a contraction of *Selbst tragend*, meaning integral) for 39 years, when its S8 prototype caused a minor sensation at the Frankfurt Motor Show.

■ FARES

Services added as fares are cut

DESPITE its announcement of job losses and restructuring, National Express has introduced substantial fare cuts and new services for its winter timetable.

Reductions of up to 60 percent on some London fares are aimed at attracting more riders during the quiet months, says National Express. The cuts are enhanced by cheap stand-by fares on all services throughout winter.

New routes include five direct services to London, from the West Midlands, Suffolk and Norfolk. Faster journey times on the Norwich-London and Cambridge-London services are introduced, more departures from Oldham to London and from Newcastle to Glasgow, and a number of new stops on the

network.

- National Express is launching a new Seniors Coach Card with a special offer that allows holders as many return journeys as they like between October and December 8 for only £5.

The new card, available to anyone over 60 for £5 for a year, is on sale through the 2,500 National and Caledonian Express ticket agents.

It will be valid for travel to around 1,500 destination throughout England, Scotland and Wales. After the special introductory offer, it will give around 30 percent off coach fares.

National Express marketing manager Bernard Davies said the Seniors Coach Card was designed to get more people to give coach travel a try: 'They are likely to stay

with us once they have experienced both our service and the exceptional value for money which coach fares now offer.'

■ OBITUARY

Reg Wake

WAKE'S OF Wincanton founder Reg Wake has died after a short illness.

Mr Wake was one of the area's coach service pioneers, starting his firm in 1930 with a Model T Ford charabanc.

Now celebrating 60 years in business, Wake's boasts 30 vehicles operating coach tours and bus services. The business continues to be run by Reg's sons Dennis and Michael.

■ NEW CHASSIS

Bus chassis launch at Expo Coach

A BRAND new bus chassis will be launched at the Expo Coach 90 show from the makers of the Ward 'Dalesman' - along with a bodied example available for test drives on the nearby Donington circuit.

Huddersfield-based Alternative Chassis Engineering will be exhibiting an open example of its new 'Cougar' bus chassis on stand 6. The bodied chassis is a Wadham Stringer 10.5 metre Portsdown bus - a 43 seater with a capacity for up to 16 standees which is also available on the Dennis Dart.

The vehicle is due for service with Peoples' Provincial.

'The main chassis

features a low and completely flat bus floor with only two entrance steps for the passenger,' said ACE engineering director Keith Ward. It features a rear mounted Perkins 180 bhp turbocharged and intercooled diesel engine. Driven by a straight 'T' type drive, power is transmitted through an Allison MT643 automatic gearbox.

Other features include full air suspension and hydraulic-assisted integral power steering. 'Giant' brakes are also a talking point of the new chassis, but Mr Ward refused to give further details.

Wadham Stringer managing director Geoff



Wadham Stringer's Portsdown bus body : now fitted on ACE's new Cougar chassis.

Bailey added: 'The vehicle has real potential with a good low floor about 490 mm from the ground and many well known components such as Perkins and Allison. But, ACE is a small manufacturer so there is a credibility gap. Even

so, I wouldn't be surprised if we didn't build between 25 to 30 a year once it is established by users in the market.' Mr Bailey estimates the complete vehicle will cost around £60,000 ex-VAT.

The 'Cougar' bus is part of ACE's 'Predator'

range, which includes the 'Cheetah' high level 12-metre luxury coach chassis, with a six metre wheelbase, currently built on by Van Hool and Plaxton.

Also included in the range is the 'Puma' four metre wheelbase, nine metre midicoach chassis, which is powered by a Perkins Phaser six cylinder 210 bhp diesel engine through a six speed ZF gearbox.

● Expo Coach 90 is sponsored by the Coach Industry Suppliers' Association. It is for trade only and will be at the International Exhibition Centre in Donington Park, Derbyshire between October 23-25.

■ PRIVATISATION

WMT strengthens its board

WEST Midlands Travel is now set for privatisation early next year with a strengthened board and directors' contracts comparable with private industry.

Overseeing a 100 percent employee buyout, former managing director James Isaac becomes chairman and chief executive.

■ PEOPLE

Greenwood goes to Hong Kong

MICHAEL Greenwood has been appointed engineering manager with Hong Kong Citybus - after a period as a senior engineer with Greater Manchester Buses.

At Hong Kong Citybus, he has full responsibility for all the company's engineering activities.

Citybus is a wholly-owned subsidiary of the CNT group, and operates many successful non-franchised routes in Hong Kong.

■ DIESEL WATCH

Bulk price goes up

PUMP prices for diesel are the same as last week - but the international bulk price has risen, according to City brokers Platts.

While coach operators are still paying 32.07 for each gallon of diesel fuel at the retail pump, those buying bulk on the Rotterdam spot market are paying slightly more. The bulk price is now 3178.12/tonne when converted into sterling at Nat West's commercial exchange rate. Last week it was 3175.83 - a rise of 1.3 percent.*

American buffer stocks, released on to the international market to help stabilise prices, was said to be the major cause of bulk diesel levelling off. But as speculation of a Gulf war early next year increases, expectations are driving up the international price yet again.

* Prices at midnight, October 12.

■ NEW VEHICLE

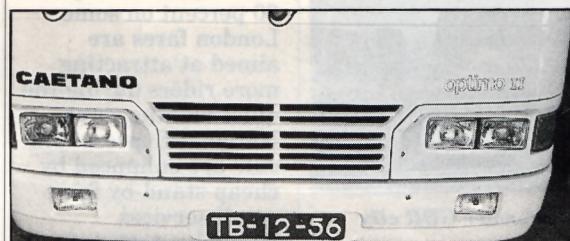
Second generation Optimo

TOYOTA is launching its second generation Optimo at next week's Expo Coach 90 at Donington Park.

The Optimo II will still be purpose-built on the Coaster chassis, but the vehicle has a new look Caetano body which is more aerodynamically styled. In addition, the minicoach has a new Toyota power-house. A

turbocharged 6-cylinder diesel engine delivering 165bhp @ 3,600rpm uprates the previous 130bhp engine @ 3,500rpm.

Two seating configurations will be on display at the show. One has 18 reclining seats and the other 21 fixed seats. Current Optimo sales number approximately 100 units per year,



Optimo II: making first appearance at Expo Coach.

■ COACH SALE

Setra heads for Yarmouth

THE £200,000 Setra 215HD formerly run by Crystal Carriage of Manchester has been bought by Lowestoft operator Bill Ball.

The 28-seat super-executive coach has everything from draught beer to a Fax machine.

Highliner Coaches' boss Mr Ball is now looking for sub-contract work from other operators to supplement a programme which includes tour work with major singing stars. Contact Bill Ball on 0394 670957.

according to a Toyota spokesman.

● See page 35 for Mike Morgan's Optimo launch report from Salvador Caetano's factory near Oporto in Portugal.

■ NEW VEHICLE

Mystery show appearance

AN ADDITION to Loughborough-based Willowbrook Coachbuilders' range of Crusader coaches and Warrior buses will be revealed at Expo Coach 90.

Managing director Peter Hughes would not give details, but said: 'It complements the existing Willowbrook product range and will be aimed at the city bus market.'

The company is exhibiting a Willowbrook Warrior bus mounted on a Leyland Leopard chassis and will have a similar vehicle available for test drives on the adjacent Donington circuit.

■ COACH SERVICES

Thames Transit gets new coach services

HARRY Blundred's Transit Holdings subsidiary Thames Transit has snatched two coach services from under the nose of arch rivals City of Oxford Motor Services.

After COMS relinquished county council subsidised routes for two London commuter runs, Transit re-registered them as commercial services. Operating under the

London Tube brand, Transit now operates services 390 and 400.

'Initially, we said we would be prepared to take them over on a commercial basis and we have followed this up with aggressive marketing,' said Thames Transit engineering and deputy managing director Tony Francis.

Route 390 has a two hour headway during

weekdays between Oxford, Abingdon, Henley, Maidenhead and Heathrow with a journey time of three and a quarter hours and a peak vehicle requirement of three coaches. With the first coach leaving Oxford at 5.15 am and the last leaving Victoria at 10.45 pm, through commuters are charged £8 return or £900 for an annual season ticket.

There is only one coach on the 400 service - leaving Oxford at 6.03 am and Victoria at 5 pm with a journey time of two and a half hours - but it is only £3.99 for a day return and £495 a year for a season ticket. It runs direct to London Aldgate, cutting out the Heathrow stage.

Both services have a hail and ride section as far as Dorchester.

■ BANKRUPTCY

Petition issued

THE two partners behind Salisbury-based bus operation Tidworth Silver Star have been petitioned for bankruptcy and have had their O-licence revoked with 30 days notice.

The firm was claiming to be running as normal when Coachmart went to press, and said the official receiver would be approaching Drawlane to see if Silver Star could be sold.

The two men, Anthony Jones and Joseph Dennett, had claimed they were going to expand their fleet and move into Salisbury in direct competition with Wilts and Dorset.

■ PARKING

LTB backs operators

THE London Tourist Board is backing London operators' pleas for extra parking in the Royal Parks and the Mall... but has had its ideas rejected by the Department of the Environment and Westminster council.

The LTB has labelled 1990 the worst-ever year for parking restrictions and has warned tourist income will suffer.

■ TRAINING

Teenage management scheme

THE Chartered Institute of Transport has launched a management apprenticeship scheme to attract 16 to 18-year-olds into the transport industries.

The scheme, which leads to CIT apprenticeship validation, is over a three or five year indenture period depending on the student's qualifications on leaving school. Day release courses will be provided by the CIT with company support.

The scheme is long overdue, according to new CIT chairman Alan Jones, managing director of TNT Express: 'I

am confident that young people can be further encouraged to enter this vast and fast-moving industry,' he said.

'They should be attracted by this initiative from the country's leading professional transport organisation.'

● Youth in Transport is the CIT's theme for a competition open to 14 to 18-year-old school children during 1990.

The CIT is anxious to put over the message that the transport industry offers opportunity for careers, and is asking teenagers to write 1,000-word essays about any transport topic. Heavy sponsorship is expected.

■ BUS SERVICES

Changes in Crawley

HORSHAM Coaches has 'swapped' its bus services in Crawley with a maintenance contract with London and Country.

The Sussex operation had moved into Crawley with minibuses after its cash flow had been stemmed by loss of airport work to Speedlink. Local operators say London and Country reacted by flooding routes with buses.

Now Horsham Coaches has pulled out of Crawley, and London and Country has launched new Horsham services with ten minibuses using Horsham Coaches as its operating base.

■ TOURS

Stirling buys tour programme



Warner Fairfax: slimming down its operation.

WARNER Fairfax has sold the tour programme on which most of its 12-vehicle business was based to Norwich-based Stirling Holidays.

The Tewkesbury operator intends slimming down its operation following the sale, which includes the Warner Fairfax name, a travel office and the goodwill of the company's tour operation. Staff from Warners are transferring to Stirling Holidays. Warners will be renamed soon.

Partner Nick Warner said: 'Stirling made us an offer we couldn't refuse. We'll be contemplating putting the money into property.'

■ BRIEFS

● THE Trades Union Congress is calling an open conference on transport safety following one of the worst years for air, rail and sea accidents.

The conference, on October 29, will be chaired by Bill Morris, chair of the TUC transport industries committee, and will feature Jimmy Knapp of the rail workers' union RMT, David Cornelius of the TRRL, traffic commissioner Major John Carpenter and Veronica Palmer of the Bus and Coach Council, among its many speakers.

Details are from the TUC at Congress House, Great Russell Street, London WC1B 3LS, Tel: 071 636 4030, Fax: 071 636 0632.

● FROM this weekend coaches going into Margate and Cliftonville will have to divert along King George V Avenue and Hartsdown Road - due to bridge repairs.

A 7.5-tonne weight restriction means heavy vehicles using the main A28 road will have to take the short alternative route. The ban is likely to last for six months.

● THE Public Transport Information Unit has changed address from Gray's Inn Road to 3 Woolwich New Road, London SE18. Mail is being forwarded but the PTIU asks operators to note that the new telephone number is 081 317 2992.

● A CONFERENCE on automatic fare collection is being held in Brussels.

Organised by the UITP (Union Internationale des Transports Publics), the conference is being held in the Centre Borcharte on November 19 and 20 - in English, French and German. Further information on 010 32 2 673 61 00.

● SOUTHAMPTON Coach Operators' Association is hoping to raise money for a hospital appeal at its annual dinner dance on November 29.

Details are from M. Pressley (Tel: 0421 213170/215928).

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The long and winding roads of Britain are no problem for a Caetano Optimo.

With its large windows, spacious interior and independent suspension, it's the last word in comfort. The 21 seater Optimo isn't an expensively sown up and welded together van or truck.

It's a proper coach, with chassis especially designed to carry people. This and independent front suspension make light work of pot holes, archaeological excavations and anything else you might come across on the M25.

Don't bother trying to be polite and open the door, it's power operated.

And for the mechanically minded the Optimo is powered by a 4 litre, 6 cylinder Toyota turbo diesel and a 5 speed gearbox to boot.

And when your passengers want to make an emergency stop for the call of nature, front discs and exhaust braking take care of this effortlessly.

The Caetano Optimo. We haven't spared the horses or cut any corners.

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CAETANO OPTIMO

■ COACH SALES

Javelins head for Europe

DENNIS may use the new Berkhof-bodied Javelin as a springboard into European chassis sales.

Following the announcement that Berkhof is to body the popular Javelin lightweight frame for the UK market (*Coachmart* 604, September 6) Dennis sales director Roger Heard said the left-hand drive Javelins could follow.

'Very clearly we want to be able to introduce our products into Europe,' said Mr Heard. 'By getting together with European manufacturers such as Berkhof and Caetano, we give them a feel for our products.'

■ ACCIDENT

Motorcyclist died after hitting oil

A VERDICT of accidental death was recorded after a motorcyclist was killed after hitting an oil leak from a bus.

A statement from Leaside Buses' driver Paul O'Sullivan said he had 'lost drive' and had to stop the bus to transfer passengers. He then noticed the oil leak.

Robert Barker, of Wood Green, was overtaking cars in the Crouch End Road on his motorcycle when he skidded on the oil and collided with a car travelling in the opposite direction, the St Pancras coroner heard.

A police forensic scientist said the oil leak was caused by a gasket in the automatic drive failing under load. He said the leak may have been caused by the nuts securing the casing being inadequately tightened, or the use of an old gasket, but said he believed there had been distortion of the system's cover caused by incorrect assembly.



Excellence 1000: Javelin chassis EC sales push.

'We've never done a left-hand drive Javelin, but the design makes that very easy to do. The Javelin was designed as a European chassis, and meets EC regulations.'

Cummins parts support in Europe is good, said Mr Heard, and a tie-up between Dennis and another major European parts support network could give European operators a UK-built lightweight chassis option for 1992.

AVE Berkhof is hoping the Javelin chassis could result in 25 vehicle sales over the next two years. Sales and marketing director David Waterman told *Coachmart* the Javelin is a useful option for UK-based operators,

saving around £12,000 on the price of the Excellence 1000 range bodied on heavyweights such as B10M.

Berkhof's strength in Europe lies in Holland and Belgium, where it says it commands around 30 percent of the market. In Norway, Berkhof nets around 15 percent of coach sales and in France a little less.

'We are having a go at the bottom end of the market,' said Mr Waterman. 'The Javelin is very much a UK touring chassis as far as operators are concerned, and has proven very popular with them.'

Javelin is used by Plaxton and Caetano, and the addition of the

Berkhof Excellence range is seen as pushing Javelin sales to operators who prefer Dutch or Belgian bodies.

The new vehicle - the first demonstrator is expected here before Christmas - offers 10.5 cubic metres of luggage space, but without too much risk of exceeding vehicle axle weight regulations thanks to the lightweight nature of the chassis.

The chassis will be the newly-plated Javelin with improved front suspension, but Dennis was anxious to point out that one of the chassis' strengths was its continuity. No new power units are planned and the company hopes to retain all the parts specification with only minor modification to encourage sales into fleets.

● AVE Berkhof said it is still negotiating with other major chassis builders to extend the Berkhof range further for the UK market. Sources close to the company say another version of the Excellence is expected to be announced within the next month.

■ COACH SERVICES

Jowitt plans coach comeback

YORKSHIRE operator Tom Jowitt is planning a comeback with coaches following a summer in which he lost all of his buses and local Barnsley services to Yorkshire Traction.

Mr Jowitt saw bus revenues drop as he competed with Yorkshire Traction, and eventually had to back down and sell both vehicles and services to YT, while continuing to run a newly-formed Barnsley and District Traction on YT's behalf as a salaried staff member.

But he plans to expand once again with new coaches for the 1991 season to add to his two Van Hool: 'It was a bad year for me,' he admits.

'When my bus revenues fell, Yorkshire Traction made me an offer I couldn't refuse.'



Tom Jowitt (left): still touting for coach business.

■ EXPRESS SERVICES

Coach Europe targets the East

COACH Europe has planned a summer campaign to ensure it gets the bulk of express work to Eastern Europe, and is negotiating a permanent terminal with Rank Services.

The success of its London-Warsaw route to Poland - which has doubled its loadings in under a year - has prompted it to apply for another service to the Polish cities of Wroclaw, Katowice and Krakow, again routeing the coaches through East Berlin.

In 1991, the ILG-owned company plans express routes to Prague and Budapest and is to add four new coaches to its fleet of 20. Coach Europe is still deciding whether to stick with Neoplan deckers or

incorporate some single decks which will help work with the recently-acquired Quest operation.

A new interchange facility planned with Rank Services at Farthing Corner on the M2 will use some services to coaches already provided. But toilet drop and fuelling already in situ will be supplemented by permanent Coach Europe bays, a co-ordination office and computer displays of departures, if all plans go through.

Wroclaw, Katowice and Krakow services, plus those to Budapest and Prague, are due to start in Spring 1991 with fares as low as £99 return.

■ NEW VEHICLES

More options from Optare

OPTARE's 'new generation' MetroRider bus production is now in full swing, with the citybus vehicles available in 7 metre and 8 metre lengths.

The short version takes 25 seated and 7 standees, the 8 metre up to 33 seated and 11 standees. The vehicles use Cummins 6B engines as standard and Allison automatic transmission.

■ LICENSING

Operators win tribunal appeals

TWO decisions of South Wales traffic commissioner John Mervyn Pugh have been overturned by the traffic tribunal in appeals on successive days.

Gary Lane, trading as Gary's of Tredegar, was successful in appealing against the revocation of his O-licence in August. The revocation cost Mr Lane 14 council contracts, caused him to lay off 11 drivers and allegedly lost him more than £200,000 in revenue.

Mr Lane's revocation followed six prohibition notices spread over two years, one of which was issued while the coach concerned was under repair.

The tribunal decided that Mr Lane's revocation was too harsh a penalty, and substituted a three-week suspension effectively covering the time between Mr Lane's revocation and him regaining the licence pending appeal.

In the second case, Shamrock Private Hire trading as Cwmbran Clipper - a company run by former Pontypridd operator Clayton Jones - successfully appealed against the refusal of its new application for a 16 single-deck licence. The traffic commissioner has been directed to reconsider the application.

In turning down the original application, Mr

Mervyn Pugh had said the proposed maintenance arrangements were not those advocated in South Wales. He also expressed some concern at financial arrangements. It is this area which a tribunal has directed Mr Mervyn Pugh to re-examine at public inquiry.

A full report of both hearings will appear in future editions of Coachmart, in the Licensing and Legal columns.

● In a recent appeal in which the tribunal directed Mr Mervyn Pugh to reconsider his decision to refuse a licence application from Ian Evans' Crosskeys Coach Hire, trading as

Glyn Williams Travel, the tribunal commented that applying set maintenance periods to all applications was arbitrary.

The tribunal said it had no objection to the commissioner suggesting a system of driver defect reporting, but as with maintenance intervals, these systems could not be elevated into a set of rules amounting to a 'gloss' upon the statutory system for regulating PSV operation.

Each licence had to be considered on its own merits, the tribunal said, and not by reference to a code which had no statutory authority.

■ PUBLIC TRANSPORT

Prescott backs coach and bus industry

LABOUR transport spokesman John Prescott promised his party would put the coach and bus 'up front' during a visit to Plaxton's Scarborough factory.

The Labour MP said he believed buses are not a thing of the past: 'Buses make sense. They belong to this century and the next.'

Mr Prescott met Plaxton chairman David Matthews and Neil Beresford, Plaxton's manufacturing company managing director, during his tour of the coachbuilding site.

'We all want to bring back new buses and increase their use to create British jobs. I don't want to see us importing foreign buses to meet our requirements,' said Mr Prescott, commenting



John Prescott (centre): told David Matthews (left) and Neil Beresford that he wanted to get people back on public transport.

on the recession in coach sales.

'We need to free buses by creating bus lanes and adjusting traffic lights to give them priority so that the public get out of their cars and get on public transport to get to work,' he added.

● Cecil Parkinson's transport plans include a new £1.5 billion East-West underground rail link in London, a crackdown on illegal parking in the capital, a second bridge over the Severn Estuary and the go-ahead for privately-owned toll roads to be built.

■ SCOTTISH TRANSPORT BCC seeks help

THE BCC's Scottish region is looking for the Scottish Office to support a campaign to encourage use of public transport.

The BCC Scotland's chairman Moir Lockhead said better use of buses would help reduce cost of transport to individuals and make a significant contribution to the environment.

Mr Lockhead said the spiralling fuel costs due to the Gulf crisis had effected even the cost of goods in the shops. Car users seemed willing to accept higher fuel prices but the public transport industry increasingly had to pass these price rises to consumers.

■ BUS SERVICES

Council hangs on to bus company

WARRINGTON Borough Transport will not be sold by the Labour-controlled council despite the announcement of its first trading loss for three years.

The company is putting fares up by at least 12 percent in a bid to stem losses, caused by competition, the oil price increases and low tendering bids. The losses produced speculation that the company would be sold, but the council has decided that no sale is likely.

Profit in the first year, 1986/7, was £193,000, the following year it was £265,000, in 1988/9 it was £204,000, but last year this dipped to below profitability, though WBT has not said by how much.

The most realistic figure is around a £10,000 deficit, which an industry source said 'would not be a problem in the long term.'

The council met last week to discuss future ownership of the company, and decided no change of ownership was needed and, if the company was sold, it would go to an ESOP.

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THIS WAY

A bus or coach is only as good as the chassis upon which it is built.

After all, it's the chassis which supports the bodywork and passengers, cushions them from road shocks, guides them comfortably through congested streets, speeds them along the open highway, stops them safely.

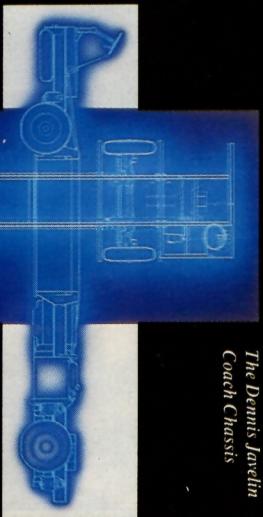
It's the chassis which bears the brunt of hundreds of thousands of miles, millions of gear changes and years of hard use to win profits.

It's the engine, gearbox, drive-train and chassis weight which determine fuel efficiency.

The user benefits are clear.

From the 28/43 seater Dart midibuses, through the full size single decks to the Dominator double deck and the 169 passenger three axle Dragon chassis – and throughout the range of Javelin coaches – the Dennis hallmarks are low operating costs, durability and full customer support.

Viewed from every angle, Dennis is the right choice.



*The Dennis Javelin
Coach Chassis*



DENNIS

THE STRENGTH TO DRIVE ON

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Palace generates interest in Manchester

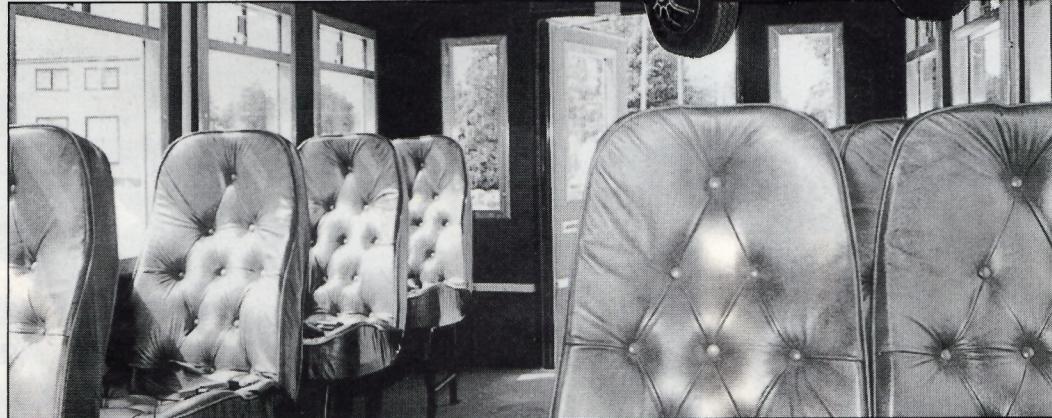
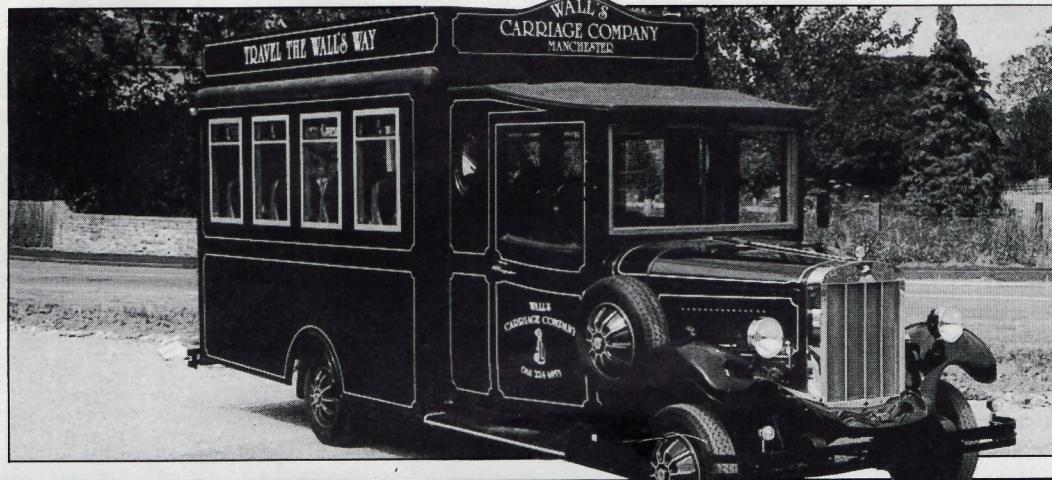
WALL'S Coaches, of Manchester, has taken delivery of a diesel engined Asquith Palace minibus. Only 12 leather covered passenger seats arranged in four rows of four were specified together with a fridge.

The Palace is based on a Ford Transit 190 twin rear wheel chassis and normally seats 16 - larger than the 12 seat Mascot on Transit 100. Michael Wall, managing director, ordered the vehicle after visiting Asquith's stand at the 1989 BCC show.

Lettered with Wall's Carriage Company name, the Palace will be used on corporate work in Greater Manchester.

General manager Ron Leigh told *Coachmart*: 'Hopefully we will be marketing the Palace in the near future using Asquith's recommended prices.'

After taking delivery, Mr Wall took the new vehicle on a tour of Manchester city centre. This turned into an instant promotional trip with a couple of 'phone calls received within days.



Deauville roars into Country Lion



THE first Jonckheere Deauville for the expanding fleet of Country Lion (Northampton) is this Volvo B10M GL.

It features 51/55 Vogel 3000 reclining seats, centre sunken demountable toilet, shades compact drinks/fridge unit, TV/video, carpets, Blaupunkt radio/PA/cassette, full draw curtains and courier seat.

Seating 41 with four executive tables, the coach is destined for football team work. Its striking yellow/brown and white livery contrasts with subtle pink interior.



Swifts land at Heathrow

RALPH'S Coaches, of Langley, has two new Reeve Burgess bodied Leyland Swifts to operate the recently-won courtesy bus contract to carry airline passengers from Heathrow Airport to Heathrow Holiday Inn.

Painted in Holiday Inn green livery, the coaches operate 17 hours a day, seven days a week. Specification includes tinted glazing, soft trim and Purmo perimeter heating.

Ralph's Coaches was established in 1978 and was bought-out by its management last year. It runs 35 vehicles and specialises in airport related contract work at both Heathrow and Gatwick.

Managing director Pat Burke said: 'We chose Reeve Burgess Harriers to operate because they offered a high standard of comfort in a particularly cost effective package.'

Mercedes Benz to promote Berlin

CITY of Berlin's Tourist Office, which is now expanding its activities to cover the new opportunities offered by unification, has placed into service a purpose built promotional vehicle.

The 354 bhp Mercedes Benz 0.303 based unit is fitted with specially adapted Eurostar HD body built by E Auwarter of Steinenbronn. It will be used on promotional trips throughout Europe.

The compartmentalised interior has front section with crew accommodation, lockers, galley and rest area. The main showroom has air conditioning and heating system powered by mains or on-board generator.



Snell's shells out on Scania



THE price of Stuart Johnson's special deal was right so Snell's, of Newton Abbott, went for one of three remaining Scania K93 with Duple 320 bodywork.

Snell's required 59 seats in its new coach to match four Duple 425s in the fleet of 18 coaches. Chief engineer and traffic manager Jim Snell said: 'There is a lot of call for 59 seaters down here and we run out of them now and again.' These high capacity vehicles are used on tours and private hire.

Mr Snell considers that Duple's design of seats and spacing resulted in few complaints from passengers. He said: 'They got it weighed up more than other body builders.'

Other vehicles operated include eight Scania 112s and a fifth 425 to 55 seat executive specification. Isolated examples of Tiger and AEC 760 are accompanied by a pair of remarkable rebodied and re-engined 1960s' coaches.

Mr Snell admitted to having a reputation as a bit of an innovator and the Scania 82 eight and a half litre truck engine/five speed gearbox drive line is unusual in a PSV, but unique on an AEC chassis.

Rebodied in 1980/81 by Duple, the 7ft 6in coaches were repowered during the past two years. According to Mr Snell this method of extending vehicle life has been 100 percent successful - the next move is to add power steering.



Continental newcomer is popular with passengers

CYRIL Evans, of Senghenydd, South Wales, has taken delivery of its first continental bodied vehicle - a Caetano Algarve 35 seat coach mounted on MAN 10.180 rear engined module.

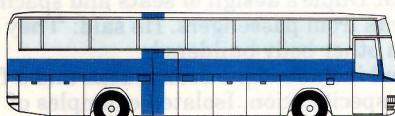
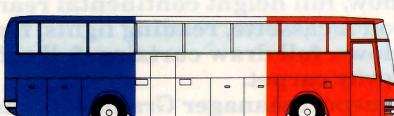
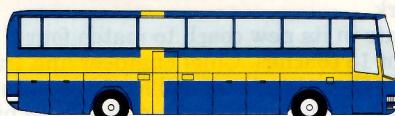
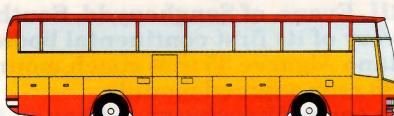
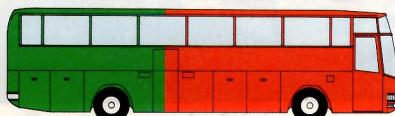
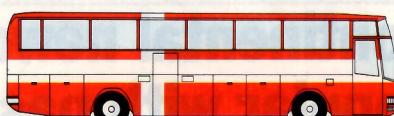
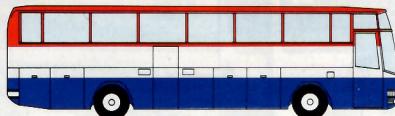
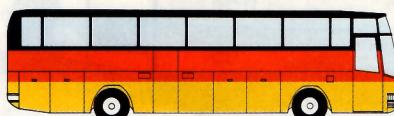
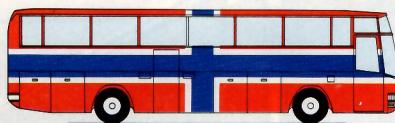
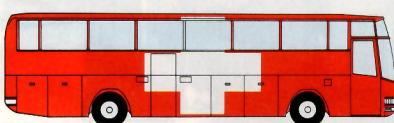
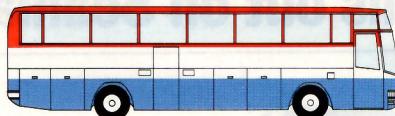
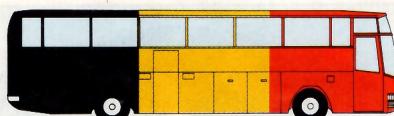
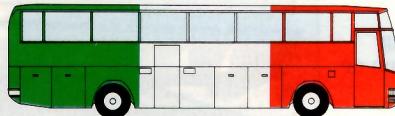
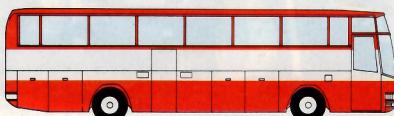
The comprehensive specification features 35 reclining seats, courier seat, plug door with peage window, full height continental rear door, Blaupunkt radio/PA/cassette, reading lights, forced air, tinted windows, full draw curtains, full soft trim and centre gangway carpet.

Transport manager Graham Evans - third generation of the Evans family - explained that the MAN was selected to replace a short wheelbase Bedford YMQS in a predominantly heavyweight fleet of 26.

He said: 'We normally run one small vehicle and the MAN gives better luggage space and ride quality. There has been a very positive response from passengers. Small parties like the intimate atmosphere of a small coach.'

Good service knows no boundaries.

Buy a Scania coach and you've got support all the way through the international Scania network. Over 700 service points cover West and East Europe (including the route to Moscow). Each country has its own central telephone number and offers a full service and parts facility. That's not just good news. That's good service



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ON TARGET

The British way is best



AS I have mentioned previously, I am no lover of variable rate hire purchase agreements.

On the few occasions when I have been tempted to deviate from this principle (on the grounds that 'rates are so high at present they can do nothing but go down') the financial advantage over the life of the agreement has been very slender indeed.

Sometimes even taking what at the time seemed a high rate, would have been better than grasping a floating percentage rate.

I am therefore even more firmly of the opinion that my expertise lies in operating coaches, not predicting the volatility of the financial markets.

I prefer to know exactly what my hire purchase liability will be and then work to meet it - and leave the making profits out of lending and borrowing money to those who enjoy that particular skill.

Certainly I could lose out on an extra bit of bonus profit by following this approach, but I prefer to back my own judgement and knowledge rather than take a risk on what others may do.

Britain's entry into the ERM compounds this problem.

If the finance markets develop as I suspect they will, the rewards are potentially greater - but so are the risks.

To demonstrate this, I have taken an example based on a loan of £50,000 over three years at a fixed three percent above base rate.

At the current UK base rate of fourteen percent the interest on this loan would cost £25,500 and thus the total sum to repay £75,500.

But, with the German base rate at only eight percent, one might be tempted to consider a Deutschmark loan.

The objection in the past to this has been the possibility of a swing in exchange rates which would convert a bargain into a liability.

To some extent, but only to a limited extent, this problem may be restricted by the

terms of the ERM.

But the permitted variation of plus or minus six percent in exchange rate could still be significant.

The effects are shown in the table:

	DM - Best	DM - Neutral	DM - Worst	UK
Initial Advance	£50,000	£50,000	£50,000	£50,000
Converted to DM at:	2.77 to £	2.95 to £	3.12 to £	—
Cost of advance in DM	138,500	147,500	156,000	—
Gross interest, %	33%	33%	33%	51%
Gross interest, value	DM 45,705	DM 48,675	DM 51,460	£25,500
Total to repay in DM	184,205	196,175	207,480	—
Convert from DM at:	3.12 to £	2.95 to £	2.77 to £	—
Stirling repayment cost:	£59,040	£66,500	£74,902	£75,500

Throughout I have adopted the hire-purchase formula for calculating interest on fixed rate advances: (Base rate + uplift (three percent) multiplied by number of years of agreement).

The column headed 'DM - Neutral' assumes that the loan is both contracted and repaid at the median exchange rate of 2.95 DM to £.

This does show a saving of £9,000 overall on the equivalent UK loan.

However, the saving could be

substantially greater in the unlikely circumstance of the 'DM - Best' financial scenario operating.

This would require the loan to be contracted at the time when the DM was at the least

were at their highest and then repaid with the DM at its lowest rate to the £.

This is very near to the U.K. figure.

It therefore might be concluded that, while the UK base rate is six percent higher than that of Germany, it could be worth considering a fixed rate DM loan as long as it was made when exchange rates were high.

It will be noted that, as well as a requirement for commencement at a high exchange rate, there are two other important qualifications in the previous paragraph.

Any apparent benefit only arises while the UK has higher interest rates and the loan terms are fixed.

Only a slight closing of the interest rate gap could make a DM loan look a risky proposition.

For my money, figuratively and literally, if I want HP, I will stick to the good old British fixed terms over 36 months for a bit longer yet - but I don't want any of that either until the rates come down!

Coding can be as easy as ABC

MORE and more operators seem to be using cherished number plates - and with Irish ones available at no more than about £160 including the transfer fee this is probably seen as money well spent in disguising the age of a coach.

In this column on July 5 I observed that this cosmetic surgery does involve changing rather more than the number plates.

I instanced the speed limiter and tachograph certification, insurance documents and the certificate of fitness.

Operators who are re-plating vehicles should also remember to get vehicle specific plastic money renumbered too, especially continental agency, DKV and UTA fuel cards.

It is getting difficult to procure fuel on the continent without a piece of plastic and a 'pin' number - and tiresome to tell different drivers different



Cherished number plates: many operators feel it is money well spent as it disguises the age of a coach.

pin numbers - and make sure that they remember them.

The old, simple, but effective alphabetical coding could help here. Select a word, or words, with a total of ten different letters, say 'bus pin code' which everyone can remember.

By making B=1, U=2 and so

on, to the E which equals 0, the appropriate letters can be safely endorsed on the plastic card.

'UPOB' will mean nothing to someone who steals the card - but will signify pin number 2481 to those who know the code word.



It's no surprise!

Following the successful launch of our new *P35 Deauville* Midi-coach, we have experienced such an overwhelming demand from operators that our initial allocation from Belgium has been sold and we are now taking further orders for the 1991 season.

There is every sign that this trend will continue, which is not surprising, given it's classic good looks, excellent build quality and the assurance that comes with the purchase of any Jonckheere/MAN combination.

The MAN 10.180 coach chassis, chosen as the underframe for the new *P35 Deauville*, is widely considered to be the optimum in its class; a situation which can only be enhanced by MAN's increased commitment to their service and parts network - in particular, the recently established nationwide coach specialist centres. Equipped with the latest in coach service and repair equipment and staffed with trained coach engineers, MAN are dedicated to minimising operational down-time. For additional security and peace of mind, MAN also operate a 24 hour rescue service throughout the year - an invaluable service in the unlikely event of a breakdown. Finally, to complete the package, there is Jonckheere Care - an insurance cover designed to protect both the operator's reputation and his finances. All in all, this must be *the ultimate coaching experience*.

DESIGN

Jonckheere's 109 years of experience in coach building permits early adoption of only the best modern techniques in design and development. But the basis of their ability to achieve design perfection is the close and regular communication Jonckheere insist upon with the people who matter - coach operators and coach drivers. By talking to the end user, Jonckheere can ensure that each vehicle is designed to meet the precise needs of each customer.

AFTER SALES SUPPORT

Jonckheere are proud of the reputation of their after sales service. To sustain this, they have highly skilled personnel at their UK headquarters in Northampton, capable of full body and electrical servicing, as well as a purpose built warehouse from which an extensive stock of spare parts is always readily available. All this provides the Jonckheere operator with a back-up service which is second to none - whatever the age or model of his vehicle.



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Whichever body/chassis combination you choose, every Jonckheere coach is built to be a perfect match between optimum engine power and economy. Jonckheere's innovative design, careful use of materials, strict quality control and extensive testing procedures ensure the high level of performance for which their coaches have worldwide renown.

SOUND INVESTMENT

After giving years of trouble-free service, a Jonckheere coach will still represent a substantial financial asset should you wish to update your fleet. Because of its stylish design and exceptional durability, depreciation is minimal and your Jonckheere coach will always hold a very good resale value. For the same reasons, the industry's continued confidence in used Jonckheere vehicles means that they will always be in great demand.

JONCKHEERE

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Plaxton sale is a winner

From Jeremy Middleton

SIR

An interesting debate has begun in the columns of *Coachmart*, seeking to prove or disprove the nature of Plaxton's current 'End of Summer Sale'. A quick look in the Concise Oxford English Dictionary gives us the definition of a sale.

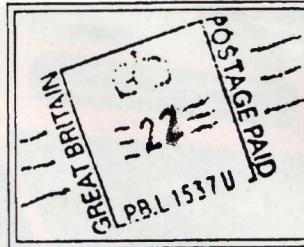
Sale, n. rapid disposal at reduced prices of... stock at end of season

In answer to recent criticism, of which there will always be some, Plaxton point out that they are disposing of

stock rapidly (more than 60 vehicles sold), their prices have been reduced, and it is the end of the season. Hence the description of their recent activity as a sale appears correct.

But, we wondered have Plaxton really entered into the spirit of the occasion as the layman would expect? 'It is inevitable that one is unable to please all of the people all of the time,' said Colin Cowdry, managing director of Plaxton Sales.

'At Plaxton we have always offered the operator a fair deal and will continue to do so. Our published prices for used stock



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EMAP Response
Publishing Ltd,
Wentworth House
Wentworth Street,
Peterborough PE1 1DS
Or by fax: 0733 62656

The Editor is always pleased to receive letters for publication in Coachmart and will, if requested, publish these anonymously. But please attach your name and address for our own information.

currently stand at a considerable discount, and the interest free credit package gives a further added benefit to the purchaser.

'All things being equal, Plaxton are currently charging less for the vehicle you wish to buy, yet giving the same for the part exchange item.'

With a steady level of interest and more than 60 vehicles sold so far during the sale, it must be said that the

Plaxton sale is a winner. At the end of the day, if the prices weren't right, the customers wouldn't be buying!'

JEREMY MIDDLETON
 OSBORNE PUBLICITY SERVICES
 BUXTON

Help improve coach safety

From A Morwood

SIR

I was travelling on a local coach on August 23 as it was taking a party of pensioners to the Lake District on a day trip and, as seems usual, a passenger went round selling raffle tickets (all this while the coach was travelling at a fair speed down the motorway).

On this occasion the coach driver, through no fault of his own, had to brake rather hard and the passenger who was collecting was thrown backwards injuring his back, and the driver had to ring for an ambulance and was taken to the local hospital.

It was eventually found that he had fractured his back and today he is still unable to walk without aid and is still having hospital treatment.

I would like to mention the fact that no warning seems to be given by the driver about walking about while the coach is in motion, or no notices are fastened up on coaches to this effect, surely if it is in the interest of coach passengers, a notice would be placed on each coach.

Today we hear a lot about safety, so let's do this small thing and help in the safety campaign.

A MORWOOD
 17 ROCKINGHAM
 SHORTBROOK DR
 SHEFFIELD

Manufacturers must improve their products

From Dave Faull

SIR

With reference to *Marksman's* request for information on speed limiter failure, we have had some very expensive failures during the last two years.

Two Neoplans fitted with Econo Cruise Air Speed Limiters have failed within two weeks of each other which was fortunately within working hours, but was still very inconvenient for us and our passengers.

These have since been removed at considerable

expense and replaced by Lucas Kendall units which up to now have been excellent.

In May we had a Dennis Javelin fail ten days before a trip abroad, fortunately it was repaired by our local agency in time to carry on with the job.

However, we were not so lucky four months later. It was a Saturday night on the M26 when it failed costing us £700 to hire another coach and recovery from the motorway. This again was an Econo Cruise fitted to the vehicle new at the factory.

We are aware of the problems with these limiters and have had them checked

regularly, we have found faults on our other two new Javelins, usually the variable link collapsing leaving the accelerator useless.

It seems to me the manufacturers of tacho and speed limiters have not come up with a product to support government legislation as we have more trouble with these two lines than all the others put together.

DAVE FAULL
 MANAGER
 LONDON SIGHTSEEING TOURS
 CREECH HILL HOUSE
 CRANBORNE
 DORSET

NOSTALGIA CORNER

MYSTERY surrounds a photograph we received taken outside John Groves & Sons Ltd in Weymouth. John Groves later became Devonish Brewery and the building is now the tourist attraction Brewer's Quay.

It is difficult to put a precise date on the assembled party. Most of the vehicles, including the Daimler on the far left, had pneumatic tyres, but some had solid tyres on the front axle. Registrations are BX and FX and four vehicles had 'Weymouth Breweries' headboards.

Was this an excursion from or to Weymouth? What was the event?





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Golden opportunities for Luton drivers



LUTON bus drivers may well be seen bowing and scraping, with much tugging of forelocks, over the next few months.

The reason for this newly-discovered enthusiasm for customer service is Luton and District's Golden Bus Award for top nominations from the public. At stake, the golden bus itself - a kind of

Corgi toy mounted on a wooden plinth - and a holiday voucher.

Mealstop thinks the awards should be extended to include The Golden Shopping Trolley and Kitchen Sink for most overloaded woman passenger - to be nominated by any driver with a hernia - and the Golden Duplicolor Can for most considerate poll tax

demonstrator.

Then there's the Golden Wallet for biggest denomination handed over for a 23p fare, and the Golden Anorak for most enthusiastic bus spotter, this latter award carrying with it the prestigious bag of Golden Dandruff.

- I WONDER how many operators realise the technology which goes into even the little things we all take for granted?

Perhaps a prime example would be Newman-Tipper's sculptured tubes, used for DiPTAC handrails. It's no mean feat producing mild steel tubes with diamond-shaped bumps, as the firm was at pains to point out recently to *Mealstop*.

Performing the task for vast sums of money might be no problem, but forming the pattern with an embossing technique which costs little more than a plain tube requires great knowledge.



The sales director of Newman-Tipper is obviously a man with the right credentials. According to our letter, his name is Brain Mallard...

- A CERTAIN hotel chain is having a great deal of trouble getting coach operators along to see its showpiece accommodation.

Having organised a familiarisation trip earlier in the year which clashed rather neatly with the Motor Show AND the Travel Fair, it has reorganised the trip.

Pity that the organisers didn't set a date in conjunction with the coach industry. This time it clashes with Expocoach '90 at Donington...

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ECONOMY HIT FOR SIX?

Mike Morgan pulls together the results of month four of our maintenance survey of six different coaches.



TWO thirds of the way through Coachmart's second Maintenance Diary and escalating fuel costs draw attention to the frugal members of the group.

Fuel consumption figures well into double figures are taking on a new meaning. Neals' Swift produces the best return with the somewhat older Ford of Birds remaining impressive and ahead of Brown's Javelin.

Nevertheless these vehicles are unsuitable for long distance express or shuttle work where reliability and added passenger facilities are more important.

Some frustrating problems have bedevilled some of the vehicles - brakes on the Ford and Javelin, pressure surge on Javelin, door and electrics on EOS, wood shavings in AEC fuel and leaking

Chassis
Ford R1114
Dennis Javelin
Volvo B10MT Mk III
LAG
AEC Reliance
Leyland Swift

driver's window on the Reeve Burgess bodied Swift.

This month's vehicle profile is the pathfinding LAG EOS of Clevedon Motorways.

As first EOS in the UK, it was the true dawn of a new era. Experience encouraged the Bristol company to order a second for use on Timescape holiday tours. Clevedon has the double distinction of first UK EOS and first UK repeat order.

The Vehicles

Body
Plaxton Paramount
Duple 320
Van Hool Astral III
EOS
Willowbrook
Reeve Burgess

Operator
Birds of Hunstanton
Brown's of Ambleside
Bruce of Airdrie
Clevedon Motorways
Lewis (Greenwich)
Neals of Ely

Location
Norfolk
Cumbria
Strathclyde
Avon
London
Cambridgeshire

Month Four - September 1990

BIRDS' FORD - Specification

Chassis - Ford R1114
Engine - Ford 'Dover' Turbo
Gearbox - Ford six speed
Body - Plaxton Paramount - 53 seats
Date first registered - September 1985

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◀ Maintenance Report

Mileage this month - 1,161 miles
 Total mileage since June 1, 1990 - 18,681 miles
 Type of work - Rail-Link contract service
 Fuel used this month - 87 gallons
 Total fuel used since June 1, 1990 - 1,357 gallons
 Fuel consumption this month - 13.4 mpg
 Average fuel consumption - 13.77 mpg
 Engine oil used this month - 10.5 pints
 Total oil used since June 1, 1990 - 10 gallons
 Tyre maintenance this month - nil
 Problems rectified this month - major headache with braking system rectified after protracted period. The problem started after a first re-line with Beral linings. Front brake snatching was so severe that it could not go out on service. Neals' local Ford dealer was consulted and out of desperation drums and shoes were replaced. Still the brake snatch persisted in threatening to throw passengers through the windscreen. Rear linings were again replaced and the brakes worked perfectly.

BROWN'S JAVELIN - Specification

Chassis - Dennis Javelin - 11 metre
 Engine - Cummins C series 240 bhp
 Gearbox - ZF S6.80 six speed
 Body - Duple 320 - 53 seats
 Date first registered - May 1989

Maintenance Report

Mileage this month - 4554 miles
 Total mileage since June 1, 1990 - 13,952.27 miles
 Type of work - private hire and tours/excursion
 Fuel used this month - 376 gallons
 Total fuel used since June 1, 1990 - 1,126.5 gallons
 Fuel consumption this month - 12.41 mpg
 Average fuel consumption - 12.38 mpg
 Engine oil used this month - nil
 Total oil used since June 1, 1990 - four pints
 Tyre maintenance this month - nil.
 Problems rectified this month - leaking demister radiator replaced. Dennis engineers suspect the cause was surge of pressure as from the engine.
 Comments - the Javelin is still braking too heavily on the front.
 Longer distance private hire work for schools this month.

BRUCE'S VOLVO - Specification

Chassis - Volvo B10MT mk III
 Engine - Volvo THD 102 KD
 Gearbox - Volvo EGS 7 speed
 Body - Van Hool Astral III 67 seats
 Date first registered - November 1989

Maintenance Report

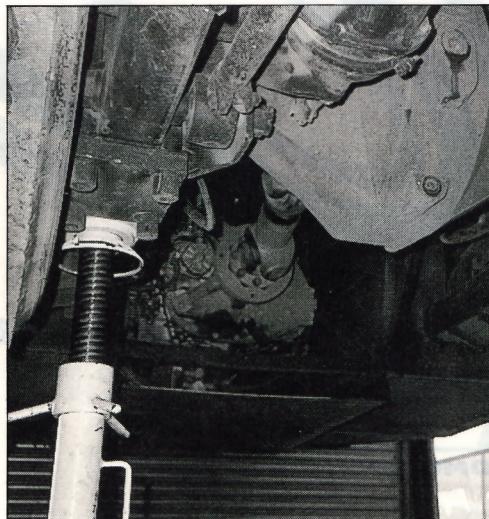
Mileage this month - 23,806 miles
 Total mileage since June 1, 1990 - 100,111 miles
 Type of work - Glasgow-London service
 Fuel used this month - 2,860 gallons
 Total fuel used since June 1, 1990 - 12,077 gallons
 Fuel consumption this month - 8.32 mpg
 Average fuel consumption - 8.29 mpg
 Engine oil used this month - 2 gallons
 Total oil used since June 1, 1990 - 10 gallons
 Tyre maintenance this month - Yokohama TY103 offside tyre fitted.
 Problems rectified this month - rear door lock fitted. Brackets fitted to water pipes at intercooler. Starter motor and flywheel ring gear replaced by Ailsa trucks Blantyre. Also renewed: fuel pump drive plates, fan shaft yoke and exhaust flex.
 Comments - two full services and two inspections.

CLEVEDON'S EOS - Specification

Vehicle - LAG EOS
 Engine - DAF DKT ATi 354 bhp @ 2200 rpm
 Gearbox - ZF 6S-150C
 Body - 53 seats
 Date first registered - March 1990

Maintenance Report

Mileage this month - 10,821 miles.
 Total mileage since June 1, 1990 - 63,074 miles
 Type of work - tours and shuttles
 Fuel used this month - 1,031.55 gallons
 Total fuel used since June 1, 1990 - 6,498 gallons
 Fuel consumption this month - 10.49 mpg
 Average fuel consumption - 9.7 mpg
 Engine oil used this month - 4 pints
 Total oil used since June 1, 1990 - 9 pints
 Tyre maintenance this month - nil
 Problems rectified this month - driver heater matrix and offside front wheel disc replaced.



Comments - Clevedon is still experiencing problems with heater controls and electrics. The nearside front passenger door is troublesome and slow in operation. Regardless of attempts at correct adjustment there are times when it does not lock and recycles.

LEWIS' AEC - Specification

Chassis - AEC Reliance 6U3ZR
 Engine - AEC 760
 Gearbox - ZF 6 speed
 Body - 1990 Willowbrook Crusader - 51 seats
 Date first registered - August 1973

Maintenance Report

Mileage this month - 3715 miles
 Total mileage since June 1, 1990 - 11,298 miles

Type of work - private hire, Air Fair service, and contracts.

Fuel used this month - 369 gallons
 Total fuel used since June 1, 1990 - 1,141.4 gallons

Fuel consumption this month - 10.06 mpg

Average fuel consumption - 9.9 mpg
 Engine oil used this month - not recorder.

Total oil used since June 1, 1990 - fane system fitted with remote oil tank which automatically tops up engine oil as the level drops.

Tyre maintenance this month - nil
 Problems rectified this month - damage to lower entrance door skirt repaired.
 Wheel arch rebuilt and repainted. Wood shaving in fuel tank (driver put dipstick in wrong hole!). Parts used: two fuel filters, one door stop and colour filter for video.

NEALS' SWIFT - Specification

Chassis - Leyland Swift
 Engine - Cummins 6BT 5.9 litre
 Gearbox - five speed Spicer T5.290
 Body - Reeve Burgess 33 seat
 Date first registered - February 1990

Maintenance Report

Mileage this month - 1,794 miles
 Total miles since June 1, 1990 - 13,249.6 miles

Type of work - private hire

Fuel used this month - 105.38 gallons
 Total fuel used since June 1, 1990 - 807.25 gallons

Fuel consumption this month - 17 mpg
 Average fuel consumption - 16.4 mpg
 Engine oil used this month - one pint
 Total engine oil used since June 1, 1990 - three pints

Tyre maintenance this month - nil
 Problems rectified this month - Reeve Burgess engineers paid another visit to Ely, but were unsuccessful in attempting to cure a leaking driver's window.

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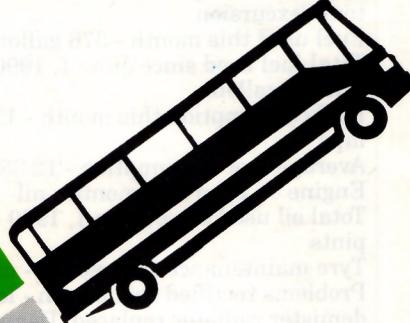
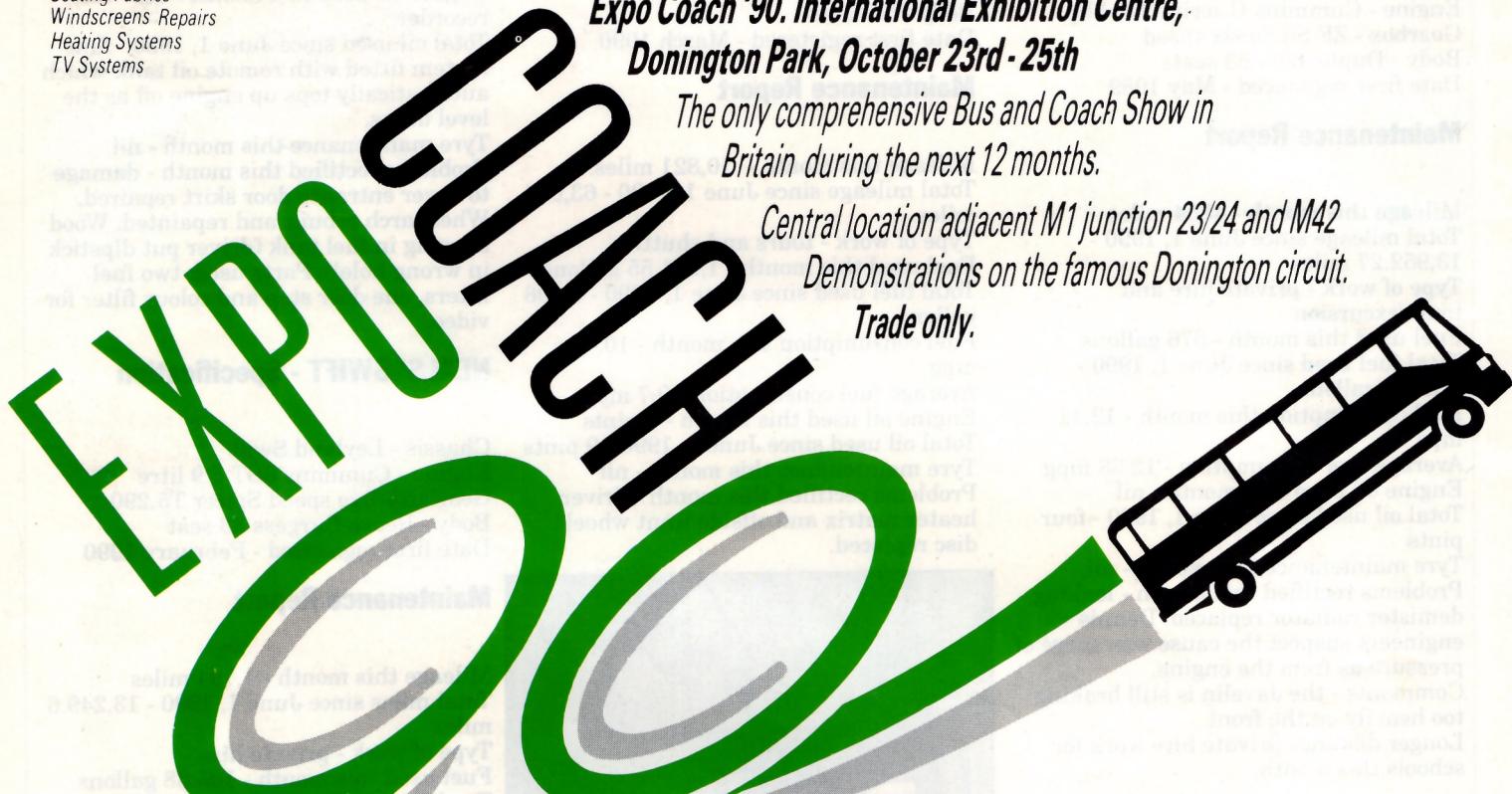
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THIS MONTH'S VEHICLE PROFILE – CLEVEDON'S EOS

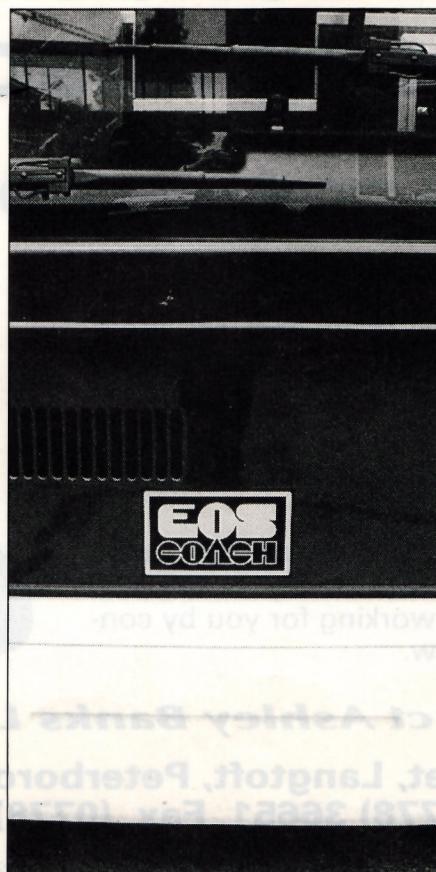
CLEVEDON Motorways was one of the first companies in the Western traffic area to do continental trips. Manager Richard Langson said: 'We were doing continentals 40 years ago. In the early days we sent OBs across on weekend trips.'

Reflecting on the past 40 years, Mr Langson said: 'I've never found it an easy trade to be in - it really is 24 hours a day if you want to get it right.' Explaining his continued involvement, he added: 'Once you're in coaching there's no way out.'

Clevedon operates 12 coaches - nine on continental work. With the company doing contracts, works, stage carriage and private hire, Mr Langson said: 'Everything has to cover everything. In fact the day is not far away when all coaches will be touring coaches equipped with toilets whether it be for schools, days trips or tours.'

This view reflects his belief that facilities all round for coach passengers need to be improved.

The attraction of the EOS to Clevedon is the availability of a coach with 53 seats and toilet. Both the original EOS in the *Maintenance Diary* and its H registered sister are in Timescape livery. However, Clevedon runs 50 continental tours of its own in addition to work for other companies.



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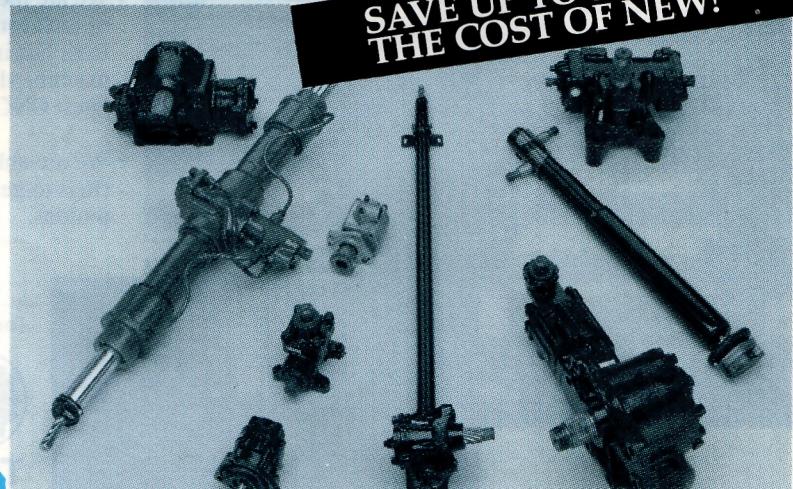
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HOW TO KEEP ON RUNNING

Rod Davey lifts the lid off the coach industry and investigates what it takes and costs to maintain running gear in the second part of our special series on different aspects of coach operation.

MATCHING the vehicle to the work is a popular notion in the coach and bus industry. From this point of view running gear is, in many ways, similar to interiors.

The type of work done and its return to the operator often determines which vehicle is used and what is done to it. From the operator first ordering the vehicle from new, there is usually a very clear idea of what will be expected from it. Therefore, there is often a correlation between interior and mechanical specification.

But with running gear, marketing criteria takes a back seat. More importantly, the intensity of operation is considered.

Questions to be asked concern the amount of time per day the vehicle is on the road; whether operation is continuous or stop-start; the amount of traffic it carries and at what times of day; if it will be used for dual-purpose coach and bus use; if a lot of gear changing is necessary; the distance the vehicle will be operating from the depot and whether drivers will be allocated individual vehicles.

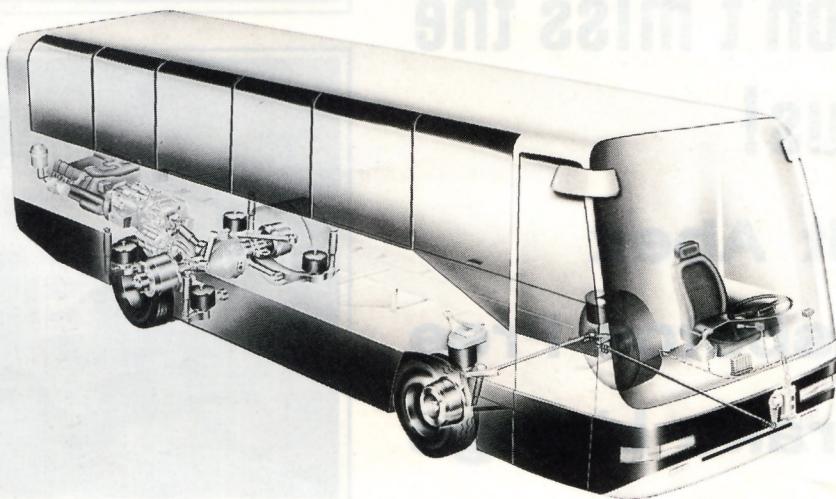
This list is by no means exhaustive - and all require careful consideration regarding mechanical specification.

Any transport business diversifying into different types of work needs to ascertain what powerhouse is needed to motor it along.

Other original equipment specifications may include asbestos-free linings for brakes, types of exhaust system, speed limiters, linkages, power steering, suspensions and instrumentation.

The issue of reconditioning

Running gear covers a vast array of coach components from the front to the rear of the vehicle.



mechanical components also opens a whole new can of worms. Re-cons are available as exchanges from OE manufacturers - but it is also possible to get a cheaper deal from a scrap merchant. Usually, the difference is foregoing warranty cover

when going for the local scrapper.

Alternatively, the operator may wish to go for retro-fitment, such as fitting Cummins engines into Bedford coaches. An operator may wish to convert an executive coach to local bus

work. This may mean taking out the manual gearbox and clutch and fitting an automatic or pneumatic semi-automatic transmission.

Whatever the operator needs, it is guaranteed he has some hard thinking to do.

Exchange power houses

REFITMENT of engines has often been done with new, used or reconditioned units - along with the possibility of getting a part exchange deal or a trade-in price.

But increasingly these days it is possible to go for another option which falls roughly between re-conditioned and new.

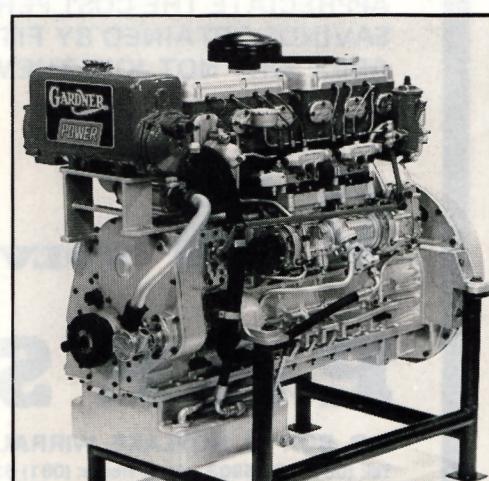
According to Perkins Engine Group subsidiary Gardner there has been a boom in demand for 'remanufactured' diesel engines, for truck as well as PSV use. Gardner has produced 600 such units last year in its first year of offer.

Known as Gardner Power Exchange, the range covers all of Gardner's PSV and truck engines - with maximum power outputs starting at 127 bhp all

the way up to Gardner's large 350 bhp units. Both vertical and horizontal units are available, as well as earlier six and eight cylinder models.

All models are rebuilt at the company's main Patricroft works in Manchester and are available from stock.

Gardner's biggest customers for its GPE range include the main London Buses subsidiaries such as Selkent, West Riding, Western



Gardner's remanufactured 6LXB.



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More from Gardner

AFTER Gardner became part of the Perkins Group of Companies, its engineering design team at its Manchester-based Patricroft site joined forces with Perkins Technology at Peterborough.

The result is a successor to its long established DT range of bus and coach engines.

Known as the LG1200 Series, the new engines offer coach and bus operators an original equipment specification from 210 bhp to 275 bhp and 1,900 rpm. Torque ratings range from 700 lbf ft to 922 lbf ft respectively. In between are units with 230 bhp and 250 bhp maximum outputs, and torques of 773 lbf ft and 825 lbf ft.

Hailed as a lightweight, but robust diesel engine, it is 115 mm shorter than the DT Series unit and is claimed to be the lightest engine in its class.

The much shorter length means the engine may be transversely-mounted at the rear - creating room for a substantial power take-off.

Getting into gear

LATEST transmissions for OE specification have been paraded at this year's SMMT Motor Show - most notably by Voith, which introduced some new products there.

The Voith Midimat is specifically designed for midibus use. It is a fully automatic hydrodynamic-mechanical transmission with a multi-stage and multi-phase torque converter.

Designed for power ratings of up to 222 bhp and torques to about 380 lbf ft at engine speeds of up to 4,000 rpm, it may be equipped with a retarder.

Although its Optimat automatic transmission is designed for delivery truck use, Voith shows that advances in microprocessor technology are not the sole prerogative of ZF - and will no doubt be introducing a bus version soon.

Voith also had on show

National and South Yorkshire Transport who have found them an economical alternative to major engine overhauls.

The company also claims guaranteed reliability and performance with fewer subsequent repairs, backing this up by offering an identical warranty package as it does for its new units. Furthermore, its remanufactured units meet current emissions regulations.

More surprisingly, any updating of engineering specification is incorporated - offering operators a superior in-

service performance compared to when the units were totally brand new.

Remanufacture means the engines are totally stripped, cleaned, inspected, pressure tested - and tested for dimensional accuracy and any signs of cracking. Proprietary parts like fuel pumps, injectors, turbochargers and water pumps are also stripped, cleaned and re-assembled.

Furthermore, all bearings and seals are replaced - and any components failing to meet Gardner's highest standards

are replaced with brand new parts.

Gardner also guarantees that all pistons, rings, liners, bushes, bearings, gaskets, and seals are automatically replaced with brand new components. Matching this high specification, Gardner's testing of the remanufactured engines is identical in quality and duration to that of new engines.

The company say the units leave the factory fully run in and ready to take their maximum in-service loads.

The choice isn't always automatic

WHEN listening to operators at auctions, dealerships and trade shows, the uninitiated may get the impression the selection of a transmission type is solely down to individual preferences.

Long distance coach operators have traditionally favoured gearboxes with at least six shifts - typically the ZF S6 synchromesh. Manuals, after all, give greater driver control over long stretches of motorway or autobahn, with gently graded ratios taking care of those long, straight gradients on even the best Euroroutes.

Such control has always additionally given a fuel economy advantage over automatics.

Away from the top of the market touring executives, contracts operators have favoured semi-automatics - often installed on chassis like the ubiquitous Leyland Leopard.

This has been partly for reasons of capital outlay, for coaches of this marque with such transmissions are readily available on the secondhand

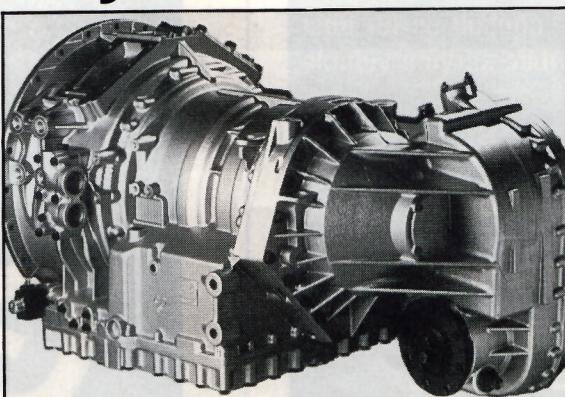
market. Competition in the tendering process effectively constrains choice in the matter.

But operational economy also comes into play. When combined with the supply of available

drivers for this type of work, semi-automatic transmissions make sense.

Drivers of a lower calibre often cause pain and expense when let loose with high-spec coach clutches. Semi-automatics cut out the need for a clutch while maintaining a degree of driver control - and a ready supply of ex-bus drivers with PSV 1A licences are qualified to drive them.

Unfortunately, all is not as rosy as this picture suggests. Large bus operators in the



Automatic transmission 5HP 500 from the ZF range.

cities throughout the UK have found that numerous different drivers, climbing in and out of different cabs during reliefs at different times of the day, have had an adverse cumulative effect on such transmissions.

Maybe it is carelessness, feelings of alienation or just downright destructive anarchy - but both fluid flywheels, which effectively replace the clutch with such transmissions, and drive shafts are written off with alarming regularity.

The problem is usually traced to standing at bus stops and traffic lights when still in gear - producing a build-up of unchannelled motive forces which, in the end, prove irresistible. Something always has to give and a glance in the black museums of driver training schools throughout the country point to flywheel and shaft failure.

With twisted and contorted souvenirs of expensively engineered metalic components at their sides, not surprisingly large bus operators have turned to developments in fully automatic transmissions.

Coach driving machismo will no doubt mean many operator/drivers will resist the changes for some time.

Shocking gear is a must

SHOCK absorbers are a necessary part of any vehicle's suspension system, whether it has leaf springs, full air or a combination of both.

With a plethora of coach and bus marques and chassis on Britain's roads, it is useful to know where a range of shock absorbers covering most vehicle types may be purchased.

Peterborough-based Ashley Banks markets Finnish company SV's heavy duty range of bus and truck shock absorbers. Known as the 'Supertough' range of 'high performance shock absorbers,

they cover both conventional and air suspension on many chassis types. Covered by the range are Bedford, DAF, Dennis, Ford, Iveco, Leyland, MCW, Bova, MAN, Mercedes, Renault, Scania and Volvo.

SV shock absorbers are designed for use on all types of heavy duty vehicles operating over extremely rugged terrain. Not surprisingly as SV is based in Helsinki, the company also says its products may be operated under the harsh conditions of Scandinavia, where temperatures range from minus 40 degrees to plus 40 degrees Celsius.

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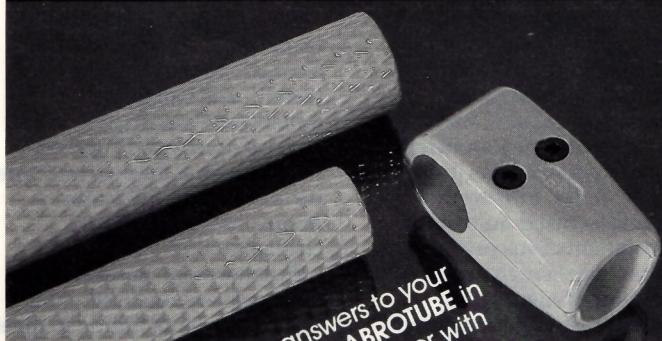
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The 'one hour' engine decockle by dialysis machine



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► its DIWA low floor concept. This new driveline follows the recent trend towards low bus floors. As this entails the transverse installation of the engine, a three or four speed DIWA transmission is used in conjunction with its newly developed angle drives - and, with Italian manufacturer

Rebuilding PSV gearboxes

GEARBOXES from PSVs throughout the country are sent for re-building and reconditioning to specialist engineering firms.

One such company is Wakefield-based Avon Transmissions. Founded in 1969, the company not only reconditions transmissions for coach and bus companies throughout the country - but manufactures its own.

In fact, together with its recon work, Avon-manufactured parts make up the majority of its £9 million market. Other areas are factored components and Maxwell gearbox retarders.

It is not hard to find the reason why. When the current managing director, David Tennant, started Avon he found it difficult to obtain a regular supply of parts from original equipment manufacturers.

So the company set up its own production facilities to make the components in-

Save fuel

CONGLETON-based P&A Automotive has introduced an industrial diesel engine tune into the UK from the USA.

Carbon Clean has been on test with several UK bus companies and has recently been installed by Derby-based Trent Motor Traction. It flushes harmful pollutants from diesel engine fuel systems in less than an hour.

The company also say that if used at regular intervals it increases fuel economy and engine performance.

With EC emissions legislation shortly on its way, all vehicle operators will have to have access to this type of equipment. Carbon Clean claims it reduces exhaust particulate emissions by more than 60 percent. The company says it is the first practical method of cleaning fuel systems and components automatically without the need to dismantle any running gear.

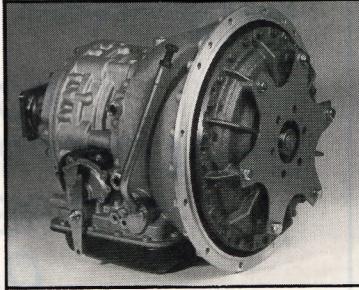
Graziano Transmissioni, drop axles.

Designed to fit every type of vehicle gearbox, the new Voith R115 retarder has an integrated heat exchanger and a self-contained oil reservoir. The company says the design allows easy access to all gearbox components,

including the control cylinder and tachometer drive.

Another design feature of the unit means the propeller shaft does not have to be shortened.

Voith announced at the show that the new products would be available in the UK from early next year.



The Voith Mid-mat T.

house which were so vital for its business. Avon now employs a skilled workforce of 137, producing such parts at competitive prices.

Although originally formed to recondition parts from Leyland group vehicles, the company can now supply components for Volvo, Ford, Bedford, Scania, Dodge, Eaton, Fuller, Rockwell, Spicer and ZF.

Guildford Transmissions is a newer name in the business of gearbox overhaul and refurbishment - but employs the same people who previously worked in the gearbox unit of London Country Bus on the same site.

The company is owned by Infostock, which is in turn fully owned by West Bromwich Industries - a publicly-quoted engineering and manufacturing group.

Managing director Alan

Jones has been in the bus and coach industry for many years, and has formerly worked for Eastern National, National Travel and London Country Bus.

Further experience is provided by Guildford's works manager Vernon Fletcher, who has been involved in the production of transmissions for over 15 years.

Unit supervisor Brian Thompson has the responsibility of seeing the units are finished on time - quite a hefty one when it is considered each gearbox is stripped down to its last bolt, cleaned and every component inspected before rebuilding.

Although Guildford Transmissions is not into price competition with its rivals, preferring to lay its emphasis on claiming a quality product, it has not got a rigid price structure. Instead, prices are tailored because the supply of individual gearboxes is augmented with contracts for regular volume supply for various clients.

The company also offers complete fitting services for operators carried out on clients' premises.

New gearboxes can be supplied, but the majority of work is done on an exchange basis.

Steering can be improved

REMANUFACTURING of gearboxes and diesel engines is now accompanied by the remanufacture of bus and coach steering gear.

Leek-based Peacock & Archer has designed and built its own unique testing equipment for the steering gear. That it exercises stringent quality control at all stages of production is borne out by the quality procedures being approved to BS5750 Part II - as well as EN9002, ISO9002 and the Ministry of Defence standard AQAP4 ED 2.

The company's confidence in the quality of its remanufactured steering gear is further underlined by the fact it carries insurance for up to £5 million against any single claim being carried - extra protection for such safety-critical equipment.

Peacock & Archer is also being commissioned to design and produce hydraulic products as original equipment. And it has recently announced it will be able to supply long shaft manual steering boxes for the Ford Transit model PM 18005 on an exchange basis.

● THE Haldex Division of Garphyttan Ltd has been granted a BSI certificate of registration to BS 5750 part 2 1987 standards - for the manufacture and remanufacture of Haldex automatic brake adjusters.

Based at Newton Aycliffe in County Durham, the company is the UK subsidiary of an international automotive products group based in Sweden. Within the group are companies manufacturing a range of equipment for the bus and coach industry.

● Bainbridge Silencers, manufacturer of Timax replacement exhausts, is relocating its Southampton distribution depot, with a loss of 17 jobs, on November 2.

Its Redhill and Bristol depots' storage capacity have been expanded to take over distribution for the Southampton area - to reduce costs.

The company has added 200 pipe and exhaust parts to its Truckmaster range, including parts for many leading names of minibuses and coaches - contained in a new catalogue with special sections devoted to bus and coach parts. Most orders can be met within 24 hours.

● Lucas Girling has launched a new range of brake drums to complement its extensive range of discs already available in the UK market. The new range will be referenced in its G661 catalogue.

● Bendix, manufacturer of air brake test cases, reminds operators about the need to have the gauges re-calibrated. Authorised Bendix supplier Rotherham-based Oakrange Engineering will re-calibrate within one week for £15.

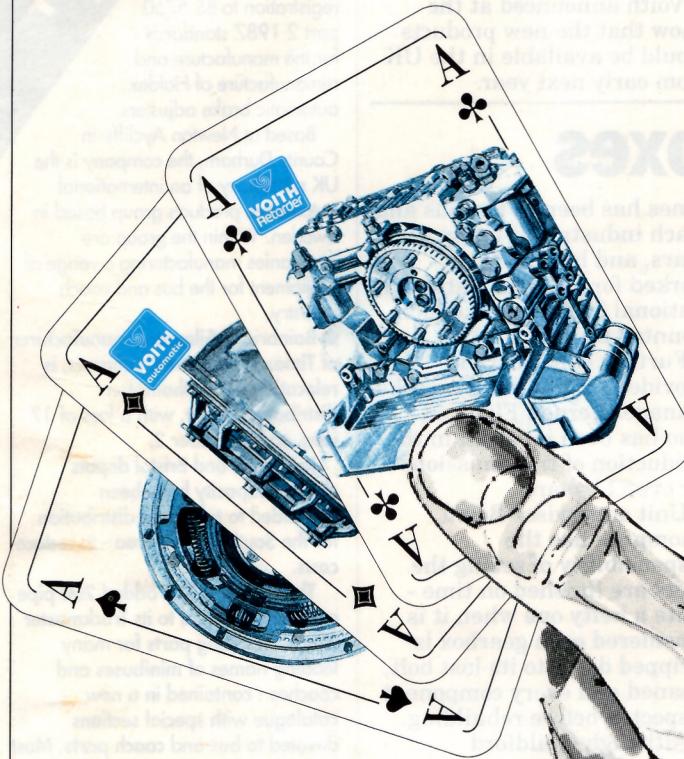
● Motoplat is distributor for a wide range of parts cleaning machines made by Passaponti, including the Roto-jet Top turntable washer. The parts are cleaned in a rotating basket which is sprayed and turned by calibrated jets of detergent and water - the residual sludge being filtered away.

● Stoke-based Midland Engines remanufactures engines. Its service includes fault diagnosis, overhauls, rebuilds and the supply of some stock ranges.

● Engines and gearboxes are remanufactured by Tipton-based Beans Engineering to OE specifications. The company provides engines from stock with a 24-hour delivery to anywhere in the UK. Models available cover Gardner, Leyland 510 and 680, and Routemaster AEC 590 - as well as Fords and Bedfords.

Beans manufactures and assembles Bedford engines for AWD, with extensive machining facilities for flywheels, gearboxes and cylinder blocks.

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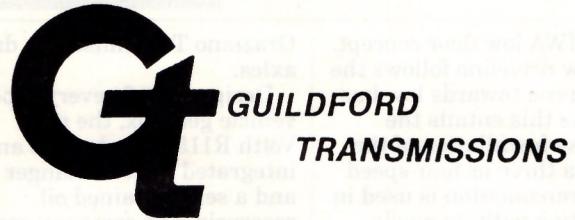
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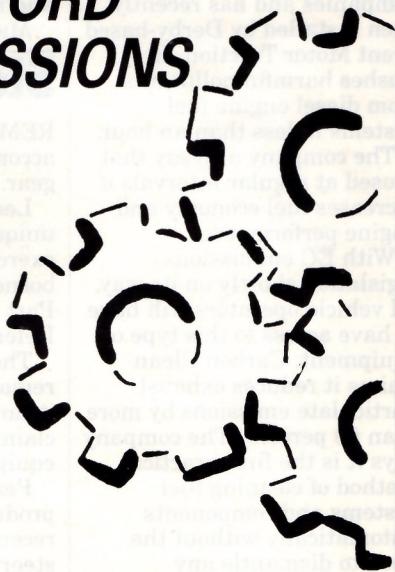
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Putting on the brakes

► BECAUSE brakes for coaches and buses are becoming more and more sophisticated, with electronic and hydraulic retarders and anti-lock braking systems, it is often possible to overlook the basic primary systems.

At the heart of every braking system is the frictional materials which act on the wheels to slow the vehicle down. And similar materials are also used on clutch linings and pneumocyclic gearbox bands.

Macfric has dealt with all the above for over five years and is based in Dundonald, 20 miles south of Glasgow. The company markets brake and clutch linings, both of asbestos and asbestos-free materials and also sells sintered materials used in automatic and semi-automatic gearboxes.

The company feels brake lining qualities, especially when used in the coach and bus industry, should comply with the characteristics of every make and model of vehicle. It therefore contracts its principal supplier to manufacture brake lining material to the highest British standard suitable for the whole spectrum of European vehicle production.

In addition, the company believes brake drums are used with the correct grade of steel in the drums to BS1452 specification.

Macfric says its asbestos brake linings are of better quality than all its UK-based competitors. During next year it will also introduce a range of asbestos-free linings which it says are in advance of those supplied by European rivals.

The company has recently installed manufacturing capabilities for a range of both new and remanufactured clutches - to provide clutches at competitive prices for the entire coach market. It will also tailor-make clutches to individual requirements.

Wirral-based P&P Sargeant, as the sole UK and Ireland licensee, imports French Abex asbestos-free brake linings, which were first pioneered in the USA, and then machines them to size in its factory. By cutting, grinding and drilling, the company makes a whole range of brake linings for trucks as well as buses.

The Abex factory in Noyen has been making brake linings since 1936 and has OE approval from Volvo and Renault.

Useful contacts

Bus Engineering Ltd (BEL)

BEL House
Salter Street
Hythe Road
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NW10 6UN
Tel: 081 969 1616

L Gardner & Sons Ltd

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Carbon Clean

P&A Automotive
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Tel: 0260 298306

Voith Engineering Ltd

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Tel: 081-667 0333

Ashley Banks Ltd

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Motoplak UK Ltd

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Midland Engine Remanufacturing Ltd

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Stoke-on-Trent
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NEW AND IMPROVED

Mike Morgan reports on a good little coach that is now even better.

MORE power, improved comfort and updated styling are the most striking changes on the Caetano Optimo II.

To be shown by Toyota GB next week at Expo Coach 90, Donington Park, the design and specification improvements reflect a positive desire to meet operator needs.

While listening to customers complaints, the successful Optimo formula has been retained. Dimensions and configuration remain the same.

Although Salvador Caetano has produced a new body with more rounded shape and very pleasing lines, the Optimo retains a strong family likeness. Prices for the new model range from £30,630 to £36,340 - 11.6 percent up on October 1988.

The Optimo first came to the UK in 1985. Total sales now top 300 and Toyota GB anticipates demand for 100 in 1991.

Criticisms have been addressed, and this delightful vehicle can continue to exploit its niche market for 18 and 21 seat purpose built coaches.

Caetano builds the Optimo body and assembles the Toyota Coaster chassis in Portugal. Manufactured in Japan, the Coaster is the world's best selling PSV chassis - world wide sales averaging 8,046 units over the past five years.

Ten Optimo IIs have been completed and 20 are in build. The first goes to Jeffs Coaches of Brackley, Northamptonshire.

Body restyling incorporates new headlamps and very smooth profile, but changes to the winning formula are more than skin deep. Constant improvement and refinement is the Japanese way.

The new vehicle has more powerful engine. With 167 bhp instead of 131 bhp the spin-offs in terms of smooth tractable performance and quietness are fully justified. When *Coachmart* road tested the original Optimo (*Coachmart* 579, March 15, 1990) one of the few serious criticisms related to noise levels.

After a preview in Portugal last week I can confirm that drivers will have no



Optimo II: being shown at Expo Coach 90 next week.

complaint with a new suspended seat. Taking advantage of recessed wheelarch flooring the seat has thicker cushion, wider range of adjustment and promises superior long term comfort - sadly there is no prospect of retrofitment for existing users.

A new gearbox with modified ratios gives similar driving characteristics to the old model. Fifth gear of 0.744:1 linked to 6.166:1 differential results in 3,200 rpm at 70 mph. Although not a legal requirement, the standard electronic speedlimiter should be used to prevent spirited use (abuse) of the Optimo's 80 mph plus capability.

All controls are light and well positioned. The new gear change contributes further to the car like driving experience. It has narrower gate and shorter action.

Optimo offers great ease of driving.

Optimo appeals to all types of drivers. The high revving engine not only remains smooth and refined, but is commendably flexible. Adequate top gear acceleration is on hand from 30 mph.

Further chassis uprating has been limited to standardisation on Michelin tyres and new 85 amp/hour alternator. The changes are more than cosmetic. Poor compressor performance has been addressed by a new re-positioned unit, and electrical unreliability by re-routing and improved connections. While retaining the same plug door mechanism, the entrance step is wider.

A more heavily raked windscreen is gasket mounted to ease replacement, but its extra size will probably threaten any savings. (Optimo I bonded screens cost £694.20). New screen means new wipers - in this case they now park at the bottom of the screen, but do not clear the driver's view of his forward mounted nearside mirror.

The angle of rear boot opening has been standardised on both 18 and 21 seaters, but its sharp corners emphasise the need for care to avoid painful contact when open.

Toyota GB (owned by Inchcape) has recognised the importance of meeting

operators' needs through after sales support.

In addition to sales dealers - Errington, Salvador Caetano UK, West Durham, and Yeates - there is a network of parts and service dealers in 21 locations, including a new Gloucester PDI centre.

In Portugal, relationships between Salvador Caetano and Toyota started in 1968. Toyota owns 27 percent of the private company in which the Caetano family has a majority holding.

Success of Optimo in Portugal and UK supports industry speculation that production could be expanded further if other European markets were approached. President Salvador Caetano who, started coach building in 1946, confirmed exports of full size coaches to Spain (100), Germany (mainly deckers), Austria and Scandinavia.

Abreu Teixeira, Salvador Caetano director and bus body plant manager, confessed that the Gaia coach building operation was going through difficult times.

Up to August 1990, 600 coaches were produced with 700 workers. By 1991, the workforce will be cut by 150 and output down to 440 - Spain in particular is a contracting market.

The changing structure of European coach manufacturing does not rule out future liaisons.

Said Mr Teixeira: 'We have a large experience with integral buses and shall continue to build on MAN and DAF.'

With regard to United Bus, Mr Teixeira added: 'We don't yet understand its strategy. Until this moment, our relationship is one of buying chassis and they are very willing to co-operate.' Significantly when he revealed contact with Jonckheere in March, he said: 'It didn't come to anything.'

Salvador Caetano (UK) is expected to sell up to 80 new full-size coaches in 1991. At this level of business Mr Teixeira said: 'There is no doubt SC (UK) will remain and continue to do the business.'

Nevertheless these sales contrast with 100 Optimo IIs and points to this delightful small coach as the jewel in Caetano's crown.



Salvador Caetano: confirmed full-size coach sales to many European countries.

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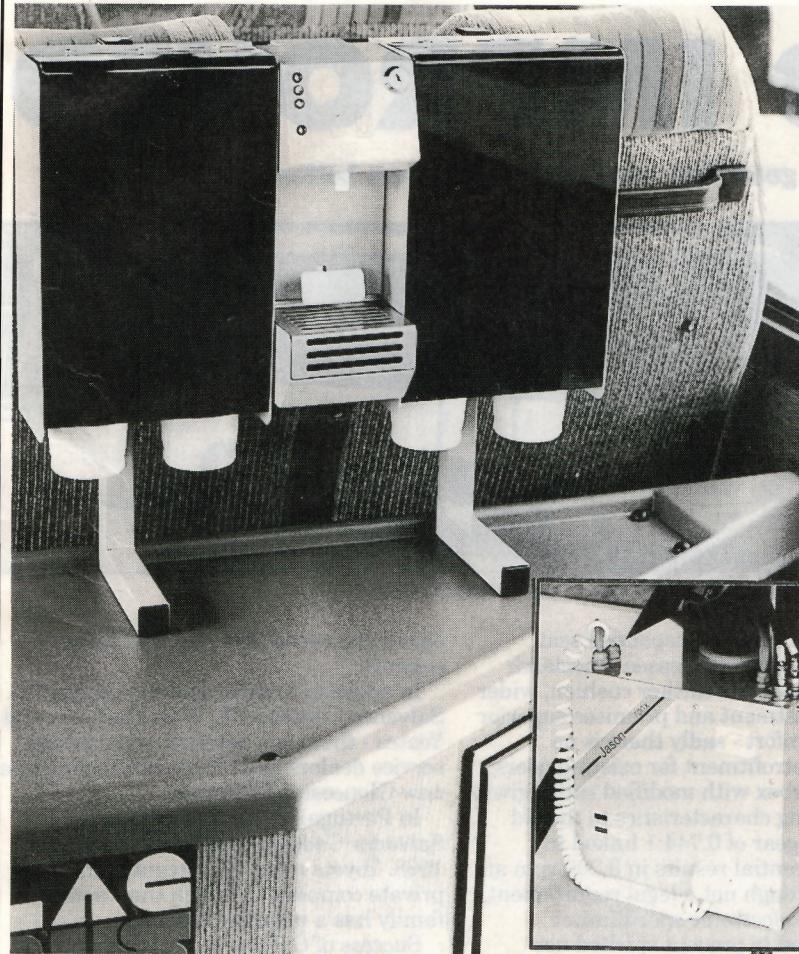
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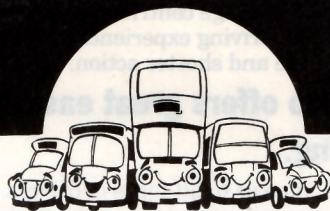
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1983 DAF MB200 DKFL PLAXTON 3200 EXPRESS, 53 seats, ZF automatic gearbox, PA, MoT 30/3/91. Choice of 4. Stock No. M006 £33,000

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CHALLENGES OF THE CHAOTIC 90s

Mark Barton reports from Glasgow on a frank, but encouragingly optimistic BCC Annual Conference.

AS the theme of this year's BCC conference was Priorities for the 90s, perhaps it was fitting that professor John Hibbs delivered the keynote address.

Mr Hibbs, of Birmingham Polytechnic's transport studies department, has emerged as one of the most consistent supporters of a free market in bus and coach travel.

He helped Nicholas Ridley to frame the deregulating 1985 Transport Act and has been urging bus and coach-men to make the most of it ever since.

Bus and coach managers should make most of the 'real' market.

According to Mr Hibbs, the industry went into a time-warp from 1930 to 1985, when 'it was believed, by some, that the laws of economics were suspended.'

'That is why the 80s was a decade of rapid and uncomfortable change,' he told more than 300 delegates in Glasgow last week.

But he believes strongly there should be no turning back. It is up to today's bus and coach managers to make the most of the 'real' market in public transport and to manage the chaos that such an open market brings. And smaller bus and coach companies are often better equipped to do just that.

'Small firms at the grass roots can often spot opportunities that old-style central management had missed. Any coach operator knows it. Your customer means so much to you when she or he is buying on the basis of vehicle charter, compared with the bus passenger who just buys one trip at a time, even if it is bought with a travel card.'

One of the challenges of the chaotic 90s was finding the right people to run bus and coach businesses: 'How many graduates are going into the industry today...where is the next generation of managers



President Alan Westwell opens the 16th BCC annual conference. Theme: Priorities for the 90s.



coming from?'

But, ultimately, success in the coming decade would depend on good management. And that does not necessarily mean good busmen: 'Certainly, there is room for the enthusiast that is there in all of us - it gives the flair that is needed to understand the market, and it is the basis of the job-satisfaction that keeps us in the industry when there may be better pickings elsewhere.'

'But, if the industry is to face the challenges of the 90s and running buses and coaches is to be the success of the decade - and I believe it can be - then I must ask you to decide: shall you be busmen or businessmen?'

GRAHAM Smith outlined to the 16th BCC annual conference the business priorities of a coach company actually operating in John Hibbs' chaotic 90s.

With his three brothers he runs Heyfordian Travel. The base of the company's operations is in Oxfordshire and Buckinghamshire and its 60-odd vehicles run about 2.5 million miles a year.

Mr Smith's priorities for the future differ surprisingly little from those given throughout the conference by bus company managers, particularly Eric Hutchinson (see page 39). He outlined five major topics.

Congestion. 'Hits our costs, vehicle utilisation and scheduling in similar ways to that of buses. Congestion also has bad effects on staff and passengers.'

'With staff it presents drivers' hours problems, leads to stress and frustration...so much so that drivers leave for other jobs - not for money or conditions, but just to avoid the stress. These trained staff are then lost to the industry.'

'Passengers are now moving back to their cars. They are effectively having to sit in the same traffic jams and they ►

Congestion: a major problem for both coach and bus operators.



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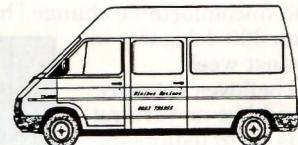
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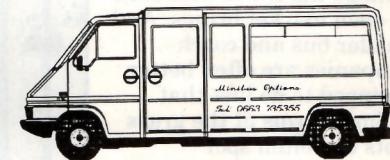
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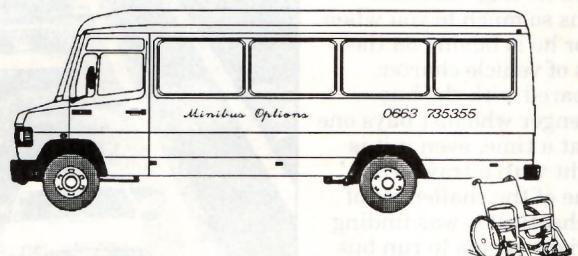
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'Rising public expectations and demands for higher quality, better standards of service and protection will need to be taken very seriously if we are to retain, let alone increase, our customer numbers. On many related issues, we are likely to see legislation.'

'It is better to anticipate this and take action on our own terms rather than wait for imposition, so that we reduce or delay the risk of regulation and its impact on operators.'

'The fitting of seat belts is a good example of this and raises some interesting questions. To what extent will the passenger have contributed to his or her injury if we provide belts and the customer will not wear them? Will conduct regulations be amended to allow operators to make wearing them a condition of carriage? What discount will we get on our insurance premiums for fitting them?'

Congestion hits coach costs, vehicle utilisation and scheduling.

Environmental issues. 'Our favourable position is marred by vehicles that smoke. New requirements on emissions and noise could well put older vehicles off the road. What then will happen to the third, fourth or fifth hand market in vehicles?'

'Higher quality, cleaner fuels will cost more. Will Government help with lower taxes as they have done with lead free petrol?'

'But nevertheless using buses and coaches could become the socially responsible way to travel. If you think that's just a pipe dream, consider how quickly attitudes to smoking have changed.'

Legislation. 'The EC directive on bonding for package holidays could well have very serious repercussions for coach firms. Even traditional excursions, like the trip to the Blackpool lights, with just one night's accommodation, will be subject to the new rules.'

'Prices will have to rise to pay for the additional customer protection. But many firms will not be able to respond adequately and will lose yet another market sector.'

'Even those who sub-contract to tour operators will find that demands made on them become even greater. Formal contract penalties will be more commonplace.'

Investment. 'A difficult concept in current times when margins are poor, but we must invest in both men and machines.'

'We will have to develop ways of raising the status and image of coach drivers. This cannot be done through the wage packet alone. Providing ways for staff to progress and regard their functions as a



Heyfordian: the 90s will be the decade for the revival of buses and coaches.

career is essential.'

Although his speech dragged some frightening operational skeletons out of the cupboard, Mr Smith's conclusion reflected the encouragingly optimistic tone of the conference: 'The next 10 years are not going to be an easy ride. But I believe, because we will respond, we will look back in the year 2000 and say the 90s was the decade of the revival for buses and coaches.'

TRULY doesn't need a crystal ball to see what's ahead for our industry in the 1990s,' Eric Hutchinson, managing director of privatised Busways Travel, told conference. Like Graham Smith, he singled out five main challenges the future holds for his company.

Increasing Car Ownership. 'There's nothing wrong with the desire to enjoy the freedom that a private car can provide and we shall willingly acknowledge this. We'll be concentrating our marketing on car usage rather than car ownership.'

Congestion. Delays make our buses unreliable and well designed priorities can speed buses without delaying other vehicles. We shall target the planners and politicians, rather than the general public, who in our case don't yet see a problem.'

'LRT is a Rolls Royce solution and not usually cost effective when compared with buses or even guided buses. Also it's not really green. It's a sort of murky khaki - somewhere there's a power station belching forth fumes. The appeal

of LRT is its image.'

Image of the Bus. 'To many people, buses don't look modern or clean or reliable and we shall have to do more here than in any other area if we are to convince the car-wedded decision makers.'

'There is a whole generation of people who don't use buses, don't know where or when they go and see them as something that gets in their way when driving to work. That's the scale of the problem we intend to tackle with modern buses, quality service and friendly driver initiatives.'

Green Issues. 'We shall handle these issues carefully and whilst we know our advantages over private car use, we shall not over-state our case. And, as an industry, it's no good claiming we're green, if we have smoking engines. We must look and be clean.'

Deregulation. 'Opponents and planners have had a field day quoting more fiction than fact and they have been able to make the bus industry the scapegoat for their own shortcomings.'

Many people don't think buses look modern or clean or reliable.

'Our response to deregulation will put the record straight. We shall be seeking a new framework for urban public transport which harnesses the benefits of deregulation and ensures that buses and other modes of public transport play their part in conjunction with highways, parking and land use decisions.'

Mr Hutchinson's summary met little opposition: 'As an individual operator and as an industry we must make our voices heard in the land and ensure that we are accepted as the principal experts and advisers which we surely are.'

● Other key speeches of the 16th BCC Annual Conference are reported on in the current issue of our sister newspaper Bus Business.



Busways Travel: seeking to put the record on deregulation straight.

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LEGAL NEWS

■ A REPORT says the needs of elderly and disabled bus passengers and others with mobility problems are now widely recognised by many manufacturers and bus operators.

The Disabled Persons Transport Advisory Committee says 90 percent of new buses in the UK are now adopting some or all of recommended features such as lower steps, better handrails, colour contrasts etc.

In 1988, the committee issued a report called 'Recommended Specification for Buses used to Operate Local Services' and has now issued a progress report.

Mrs Claudia Flanders, vice chairman of the committee and chairman of the Bus and Coach Working Group, said: 'We have been encouraged and impressed by the response from local authorities, operators and manufacturers to the specification.'

'There is now a wide recognition of the need to provide better facilities for the large numbers of people with mobility problems who use buses.'

Copies of the report can be obtained from the DPTAC Secretariat, Room S10/21, 2 Marsham Street, London SW1P 3EB (Tel: 071 276 5257/6).

■ MINISTER for Public Transport Roger Freeman has launched a new information service offering details of voluntary and community transport schemes throughout the country.

The information is held on computerised data base and will be issued free of charge on request.

Mr Freeman said: 'The directory lists over 700 schemes ranging from volunteer social car schemes in rural areas to inner city community transport projects.'

'I am sure it will prove a useful source of information, particularly for individuals with disabilities looking for a transport service in their area.'

'It will also be a valuable tool for local authorities and for others involved in community based transport services.'

The information can be broken down into a number of sections by county, type of service, facilities on offer and a variety of other permutations.

Data will be regularly updated as schemes change and new projects develop.

For more information, contact 071 276 3000 and ask for public enquiry unit.



MR JOHN Haydock - trading as Red Rose Passenger Transport Services, of Clayton-le-dale - has been cleared of a series of alleged offences concerning the use of a 22 seat Mercedes.

Blackburn magistrates dismissed the charges after it was argued that the prosecution had failed to prove it was a public service vehicle.

Mr Haydock had pleaded not guilty to using the vehicle without a Certificate of Initial Fitness, without a PSV test certificate, without a fire extinguisher, with defective brakes, and with a passenger entrance step not adequately illuminated.

Magistrates told there was no evidence the vehicle had been used for hire and reward.

He had also been accused of permitting a driver to drive it who was not the holder of a PSV driving licence, to permitting a provisional licence holder to drive it without the supervision of a qualified driver, and to permitting a provisional licence holder to drive it without displaying 'L' plates to the front and rear of the vehicle.

At the outset of the proceedings, the prosecution offered no evidence in relation to the charges relating to defective brakes, no fire extinguisher and an inadequately illuminated passenger step, and they were dismissed.

For the prosecution, Mr John Bleasdale said that when the vehicle was stopped last November, a police officer discovered it was carrying a route plan of picking up points.

Police Sergeant Ralph, of the Lancashire Police, said he had stopped a 22 seater Mercedes coach with 'Squirrel' written on the side of it, on Accrington Road, Blackburn.

There was one passenger aboard, whom he later found to be the driver's girlfriend.

The driver was not wearing a PSV driver's badge.

On examination, he found the vehicle was only taxed at the private light goods rate. The vehicle was then taken to the testing station for inspection.

Police Constable Andrew Monks said when the vehicle arrived at the test station he noticed it was not displaying 'L' plates.

On board was a sheet of paper noting the pick up points for school children, finishing at the Cherry Tree School.

He requested the driver to produce his PSV driving licence, the insurance certificate, the Certificate of Initial Fitness and the test certificate at a future date.

PC Monks subsequently interviewed Mr Haydock who produced a copy of the insurance and a MOT certificate for the vehicle, claiming it was not being used as a public service vehicle.

He said he had just bought it from the Isle of Man and he was waiting for it to be tested for a PSV certificate, the test having been arranged for January 1990.

Until then it was to be used privately only. Asked whether the driver, Mr Lynden Earnshaw, was his employee, Mr Haydock made no comment.

PC Monks agreed the vehicle was only taxed at the private light goods rate.

Defending, Mr John Backhouse argued there was no case to answer in regard to the remaining allegations.

He said a public service vehicle was defined as a vehicle adapted to carry more than eight passengers and which was used to carry passengers for hire and reward.

The vehicle in question could carry more than eight passengers, but it was not being used for hire and reward.

There had been one passenger, but it was up to the prosecution to prove that she was being carried for hire and reward. There was no evidence the vehicle had ever been used for hire and reward.

When Mr Haydock attended the police interview, he produced a certificate of

insurance and a MOT test certificate. The prosecution had to prove the vehicle was being used as a public service vehicle before they went as far as to question whether the driver had a PSV driving licence.

As far as the permitting offences were concerned, Mr Backhouse said the court did not know if Mr Earnshaw's girlfriend was qualified to drive and competent to supervise him.

It was conceded that there was an absence of 'L' plates, but to permit the offences Mr Haydock had to have knowledge that they would be committed. That was something the prosecution had to prove and they had failed to do so.

Mr Haydock said he had not given driver permission to use any of his vehicles.

Magistrates found that Mr Haydock had a case to answer in regard to the allegations concerning permitting Mr Earnshaw to drive without the supervision of a qualified driver and without displaying 'L' plates.

Mr Haydock said that in November he had employed Mr Earnshaw as a garage labourer. He was aware Mr Earnshaw had a provisional licence and had made it known he would help him pass his test. He said he had taken Mr Earnshaw out under 'L' plates on a number of occasions.

On the day concerned, he had been working at a school in Preston, leaving at 8am. He had not given Mr Earnshaw permission to take any vehicles out that day.

The run that had been described by the Police, was allocated to another vehicle.

The first he heard of the incident was at 4.30 pm, after returning from the Preston school. Mr Earnshaw had no permission to drive the vehicle unaccompanied or with no 'L' plates.

Mr Backhouse said to be guilty of permitting the offences, Mr Haydock had to either have had actual knowledge of the offences or have just turned a blind eye to the obvious.

Magistrates dismissed the charges. ▶

Magistrates clear Red Rose

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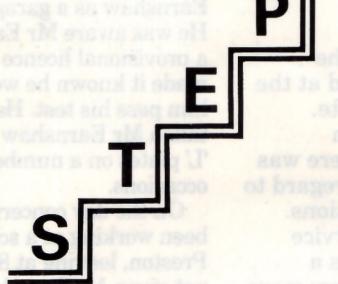
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Trathens fails to increase licence



A TRAFFIC commissioner has refused to grant Trathens Travel Services Ltd, of

Plymouth, authority to operate three additional vehicles because of its maintenance records.

However he decided to take no action against the existing 19 vehicle PSV licence held by the company.

Trathens appeared before Western traffic commissioner Major General John Carpenter at a Plymouth public inquiry, following the imposition of four immediate and two delayed prohibition notices on its vehicles earlier this year - two of the prohibitions subsequently being varied when additional defects were found.

DTp vehicle examiner Mr Brian Halling said a colleague had inspected a Trathens coach at Newquay in February, finding defective brakes and a fractured exhaust pipe which was a potential fire risk and could cause obnoxious fumes for the passengers.

The fumes had got into the brake pipes and melted them and in his opinion, the defects had been of a very dangerous



Trathens: vehicles had slipped below required safety standards.

nature.

In addition, the windscreens had been cracked, the rear emergency window was stiff and sharp aluminium had been left exposed round the gear stick.

The coach had broken down and it had only been inspected by chance, said Mr Halling.

Trathens' assistant general manager Mr Roy Anderson maintained that the risk to the passengers from the brakes had only been present immediately after the vehicle had broken down, and that the driver had no intention of continuing with his journey.

DTp vehicle examiner Mr Roy Greenhalgh said that six

immediately dangerous defects had been found on a Trathens coach which broke down in Penzance in July.

The air supply to the brakes had been in a very poor condition and windows were fractured.

Major General Carpenter commented that it was a sad little tale.

Mr Greenhalgh said that on another prohibited vehicle, the prop shaft had almost collapsed, and on another the entrance door would not lock.

He agreed that cracked windows found on most of the coaches concerned were a common fault with that type of vehicle.

Mr Anderson expressed profound regret that Trathens' vehicles had slipped below the required safety standards.

He said the company was in the process of modernising its fleet and had a number of new Neoplan vehicles on order.

Questioned by Major General Carpenter, Mr Anderson agreed that something had gone wrong with the company's inspection system.

He said action had since been taken and he was confident the problems had been ironed out.

Major General Carpenter said he was satisfied steps had been taken to put matters right and that the company's operations did not present a risk to the public.

As the licence was due for renewal in December, he did not propose taking any action against the current licence, however the immediate prohibitions imposed had serious safety implications and he was not prepared to authorise any additional vehicles until a further fleet inspection had been carried out.

Any such additional authority would be conditional upon the company tightening up on safety standards.

Crosskeys Coach's licence bid adjourned



A BID for a new 20 vehicle PSV licence has been adjourned so that the company can put forward 'realistic' projections of annual income.

Crosskeys Coach Hire Ltd - trading as Glyn Williams Travel, of Newbridge Road, Pontllanfraith - had applied to South Wales traffic commissioner Mr John Mervyn Pugh for permission to operate single deckers from Drill Hall Garage, Crosskeys.

A Cardiff public inquiry heard the company's nominated transport manager is Mr Ian Harold Evans.

The application was initially refused on both maintenance and financial grounds by the commissioner at a public inquiry in June.

At that time Mr Mervyn Pugh expressed concern that

the application might be a 'front' in case Mr Glyn Williams, who traded in the same name, lost his licence at a pending disciplinary inquiry.

He said he was not satisfied about the company's financial standing. He had been led to believe one thing so far as the investors were concerned, when the situation turned out to be something totally different.

Financial assessor found projected income figures totally unrealistic.

The commissioner was also far from satisfied with the scheme of planned maintenance, which was vague in the extreme.

Mr Williams said he did not

have an interest in the company. He had initially owned 50 percent of the shares, but those shares had been acquired from him when loan capital was made available (*Coachmart*, June 28).

The company appealed against the refusal of the licence and the Transport Tribunal directed the commissioner to reconsider the application at a further public inquiry.

At the resumed inquiry, Mr Mervyn Pugh sat with a financial assessor, Mr John Skipper, appointed by the Secretary of State for Transport.

After studying financial evidence put forward by Mr Evans on behalf of the company, Mr Skipper said he found the projected income figures for the company's first year to be totally unrealistic.

Mr Evans said the figures were just a broad based forecast. From the evidence he had put forward, he maintained it could be seen that the resources available were more than adequate for the level of operation.

Adjourning the hearing for 10 days, Mr Mervyn Pugh said he had noted that the income figures were at a flat level throughout the year.

He instanced the projected private hire income of £18,000 a month.

He said he had been advised by the assessor that the projected expenditure was realistic, however Mr Skipper was deeply concerned about the projected income, and he had recommended that the hearing be adjourned to give Mr Evans an opportunity of putting forward realistic projections of the annual income.

Sponsorship is music to the ears

SEALINK Isle of Wight Services - soon to be renamed Wightlink - is making music by sponsoring Bournemouth Symphony Orchestra.

The company is sponsoring Bournemouth Sinfonietta's travel to and from the Isle of Wight enabling the musicians to continue their popular concerts on the island.

The company's marketing manager Rod Stewart said: "I hope it is music to everyone's ears that our sponsorship will enable many more to enjoy the Bournemouth Sinfonietta's quality performances, especially as a number of their players join the island orchestra from time to time." *Sealink Isle of Wight Services number is 0705 812011.*

Scottish study gets underway

A STUDY group set-up to establish an environmental tourism strategy for Scotland has begun to gather evidence.

Co-ordinated by the Scottish Tourist Board, the 'Tourism and the Environment' Steering Group comprises eight government agencies with an interest in environmental affairs.

The study will:

- identify the scale of problems created by tourism in the environment, for example the pressure on Edinburgh Castle during the peak months and footpath erosion on Ben Lomond;
- give examples where tourism has improved the environment;
- anticipate potential problem areas given the predicted growth of tourism.

The study group will report its findings and conclusions next April.

Choose a great break in Ireland

CHOICE Hotels International has published its 1991 Ireland directory.

Details are given on 16 Quality Inns and seven Comfort Inns in ten counties.

Many of the hotels offer weekend breaks - most in rural locations - with activities such as fishing, riding, golf or tennis close by. *Reservations can be made by phoning 0800 44 44 44.*

Britannia still rules in Norwich

XENOPHOBICS worried about the weakening of Britain's identity because of 'Europeanisation' after 1992 are being urged to visit a Norwich hotel.

The Hotel Nelson is organising a £142 three night programme described as 'a Celebration of Britishness.'

Highlights of the 1991 package are:

- early morning call to be 'Rule Britannia';
- a map which stops at the Channel Tunnel;
- a 50 percent discount for a partner if the couple have never holidayed abroad;
- hotel to buy all foreign newspapers in Norwich for a day... and hide them;
- takeaway hampers of British foods such as Stilton, York Ham and Gentlemen's Relish;
- old currency accepted - pounds, shillings, pence and sovereigns.

General manager Peter Mackness said: 'This is a revival of the Boadicea spirit. She successfully fought the Romans in East Anglia. This region could become the setting for a rearguard action for Britishness in a world of Europhiles.'

You can contact the Hotel Nelson on 0603 760260.

Not a weekend ordinaire

WINE lovers can take advantage of a weekend of pleasure at the Potters Heron Hotel in Ampfield, Hampshire.

Called 'Everything you wanted to know about wine but were afraid to ask', the weekend includes a guide to tasting techniques and advice on how to find special wines offering something out of the ordinary.

There will also be a tour of an English vineyard, hints on what wine to buy at Christmas, and advice on storing wine.

The price per person for the weekend - beginning at dinner on Friday, October 26 and ending with traditional Sunday luncheon on Sunday, October 28 - is £145, inclusive of meals, talks, tastings and the vineyard tour.

Bookings can be made by phoning the hotel on 0703 266611.

New coach offers available

A FOUR star hotel is launching a 'Groups Fair Deal' featuring flexible prices and special offers which take account of the volume of coach demand.

The 100-room Down Hall Country House Hotel near Bishop's Stortford is offering basic tariffs of £45 half board per night at weekends in mid-winter and mid-summer.

Highlighted are 'group friendly' arrangements including:

- a new Sunday Night Saver of £35 half-board;
- seven nights for the price of six in July and August;
- three-night Bank Holiday specials for £120, half-board;
- a free champagne welcome for three night bookings;
- a ten percent retrospective discount for 500 guest nights booked in a year, and 15 percent for 1000 nights;
- no single supplements. One free in 20.

In addition, Down Hall is making a 24-hour free facility visit offer for up to two people from the group/coach operator's head office.

General manager Charles Blowfield said: 'We want the travel industry and tour operators to trade up to a four star hotel knowing in advance that we will negotiate to reflect the importance of their business to us.'

You can speak to him on 0279 731441.

Family enjoys the VIP treatment

THE red carpet treatment has been laid on for the two millionth visitor to Paultons Park at Ower, Hampshire.

Lucky Maureen Shillitoe, her husband Steve and their daughter Carla (2) enjoyed a special VIP day out at the leisure park and were presented with a bouquet of flowers, champagne and a bag of mementoes by director Mrs Anne Mancey.

Since opening seven years ago, Paultons' visitor figures have grown each year - rising from 80,000 in 1983 to 400,000 last year.

Paultons closes for the winter on November 4 and re-opens on March 9. *You can ring Paultons on 0703 814442.*



Paultons director Anne Mancey and Percy the Owl help celebrate the Shillitoe family's big day.

COACHES WELCOME



BLACKPOOL

WALES

DELMAR HOTEL

242 Queens Promenade, Bispham, Blackpool FY2 9HA
Tel. (0253) 51327 Reception (0253) 51920 Residents

Located in a select position overlooking the cliffs and Irish Sea. Easy access to trams, buses and Blackpool's many attractions.

Colour TV, tea making facilities all rooms, en suite available. Ample parking for coach. Lift, sun lounge, cosy bar with free and easy nights, bingo, dancing and singing to Ken on the organ.

WEEKEND AND MID-WEEK MINI BREAKS

NOW TAKING 1991 BOOKINGS

OPEN ALL YEAR

(14165/HO)

ATTENTION ALL COACH OPERATORS

Why not treat your customers to a winter shopping weekend in

BLACKPOOL

Nov to Dec

at only £40 per person. 10% off all coaches

Including 5 course evening dinner, disco, Friday night, top cabaret Saturday night, full central heating, superb food, full coaches – driver free.

Telephone 0253 52501

Jeanette & Arthur Littlewood

(14224/HO)

ARGOSY HOTEL

30 BALMORAL ROAD
BLACKPOOL FY4 1HR
Telephone (0253) 41896

Situated next to the Pleasure Beach, this friendly family run licensed establishment offers weekly cabaret and telephones, TVs, satellite TV and tea making facilities in all rooms.

**NOW TAKING 1991
BOOKINGS**

Minimum group size to allow free place for driver/courier 40
(14225/HO)

HEREFORD

Why not join us at

THE HEART OF OAK INN

Edgar Street, Hereford

Beer and skittles nights
Coach parties welcomed and catered for, with sandwiches or basket service.

0432 276056

13555/HO

MEAL STOPS

Ye Olde Bull's Head

Main Street, Broughton Astley, Leicestershire LE9 6RD

Ideally situated between Leicester, Coventry, Lutterworth and Hinckley. Close to the B4114 with easy access to M1, M69 and A5.

For appointments, please contact

**GEOFF & LINDA STOKES
0455 282343**

(14557/MS)

Large car park.
Family room and play area for children. Morning coffee. Lunches Mon-Sat. Evening meals Tues-Sat. Catering and seating for up to 50. Bar snacks. Darts. Pool. Bar Skittles.

THE BELGRAVE HOTEL TENBY

Warm, friendly, comfortable, good food, choice menu, nightly entertainment. Bedrooms with private bathroom, tea, coffee making facilities, Sky TV ...

**APRIL, MAY and OCTOBER
4/5 nights half board from £69.50**

(Special Price Bank Holidays)

Tel. Tenby (0834) 2377 ask for Malcolm Thomas

Early June and September ... 7 nights ... £135-£140

(14199/HO)



BEDFORDSHIRE

ISLE OF WIGHT

THE PLOUGH

LONDON ROAD BIGGLESWADE
(3 miles south of Biggleswade
on A1)

Approachable from both
carriageways)

Coaches very welcome by prior
arrangement, a quick phone
call will do.

Open 6 days, 11am to 11pm
Sundays 12 noon to 3pm

Tea/coffee, full menus
available: Chip Butty 60p to
Steak and Trimmings £5.25

Free meal for coach driver

**CALL GRAHAM ON
0767 312359**

(9243/HO)

QUEENSMEAD HOTEL SHANKLIN, IoW WELCOMES COACHES

This luxury hotel has 31 en-suite rooms all with colour TV, tea/coffee facilities, heated outdoor pool, live entertainment choice of a fine menu.

**1991 DATES AND
TARIFF NOW
AVAILABLE
for details contact
(0983) 862342**

(12989/CW)

EASTBOURNE

THE BEVERLEY HOTEL

14-22 Burlington Place, Eastbourne BN21 7AR

Telephone: Reception 0323 642749

SPECIAL OFFER

November, December, January, February, £15 per day per person including BB&EM, en suite rooms with direct dial telephones

DATES AVAILABLE: Nov, Dec, Jan, Feb, March 1991. All 1990 prices.

FACILITIES

- ★ Lift to all floors ★ 50 bedrooms ★ 32 with private facilities ★
- ★ All rooms colour TV ★ D.D. Telephone ★ Central heating throughout ★
- ★ Licensed with two bars ★ Ballroom with entertainment ★
- ★ Night Porter ★ Fire Certificate ★ Special rates early and late season ★
- ★ Ideal for conference delegates ★ Open for Christmas ★
- ★ Family Owned ★ New Dining Room ★

(14559/HO)

COACHES WELCOME



CHESHIRE

"Christmas is coming and Bridgemere is famous for Christmas"

- We have space, it is fun and there is easy parking. Browse through our large Christmas area displays of decorations ... party items ... dried and artificial flowers for making up your own arrangements ... Christmas fare ... gift ideas – we will spoil you for choice!
- Gardeners' Book Shop – Gift Tokens
- The weather is cold, but the cafe is warm
- Special Christmas Menus
- Free Admission
- Coffee House
- Late night – Wednesday – 8pm from 14th November
- Christmas Events
- Open Daily until 5pm (winter) ■ Coach drivers' concessions
- Open Daily until 5pm (winter) ■ Coach drivers' concessions

Telephone: (09365) 381

On the A51 south of Nantwich, M6 Junction 15 + 16

Contact: Rosalind Harrington, Bridgemere Garden World, Bridgemere, Nr Nantwich, Cheshire



DEVON & CORNWALL

THE ROZEL HOTEL TORBAY



Licensed, family run, 21 bedrooms, home cooking, all rooms have TC and CT, some en suite. Entertainment and dancing available nightly. Close to beach and all amenities. Price from £75 to £90 BB&E. Open all year. Midweek, winter and weekend breaks. Coaches welcome – driver free. Reduction to coach parties.

Phone Matewon on 0803 553238 anytime – Winter breaks a speciality

(14556/HO)

LINCOLNSHIRE

Queen's Hotel 49 Scarborough Avenue SKEGNESS

Now under new management

Mrs Sylvia Gordon would like to welcome coach parties to the Queen's Hotel, situated just off the sea front

- ★ 26 Bedrooms, many en suite
- ★ Tea making facilities in all rooms
- ★ TV lounge ★ Very large Dining Room
- ★ Licensed Bar ★ Entertainment 3 nights a week
- ★ Excellent atmosphere ★ Wide varied menu (5 course evening meal)

40 or over – driver stays free – 50 or over – 1 extra stays free
Try our New Year Party, 3 full days, fun, food, festivities.

Reductions for coach parties.

BOOK YOUR 1991 HOLIDAY NOW ON

0754 2073

(14564/HO)

EBOR TOWERS HOTEL

This delightful hotel overlooks Goodrington Sands and offers:

- ★ 30 rooms (mostly en suite)
- ★ TV lounge and coffee & tea making facilities in all rooms
- ★ Indoor heated swimming pool with sauna and sunbed
- ★ Entertainment twice weekly
- Christmas breaks for mini coaches available

Contact us on

(0803) 551422

NOW TAKING 1991 BOOKINGS
(14555/HO)

CHRISTMAS SPECIAL

LONDON CHRISTMAS LIGHTS AND SIGHTS SPECIAL

Full London Sightseeing Tour – all the Major Sights PLUS the Christmas Lights with an entertaining commentary from one of our first class London Tourist Board Blue Badge Guides.

CHOOSE: 2.30pm to 6pm OR 6.30pm to 9.30pm

And ring us NOW to book the December date of your choice

OUTSPARKLE YOUR LOCAL COMPETITORS THIS CHRISTMAS

CITY & VILLAGE TOURS

£85.00 per coach

BOOK NOW ON

081 469 3142

128 Evelyn Street, London SE8 5DD (14563/HO)

ANGLIA MOTEL HAROLD'S RESTAURANT & BAR

Open All Hours:

Cafe Seating	200
Restaurant	100
Bar	200

Garden area and rest area. Farm Shop on site.

Tel: 0406 22766

(9610/HO/93)



Coachmart CLASSIFIED MARKETPLACE

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Copy deadline: 1pm Tuesday for Thursday's issue. Cancellation deadline: 11am Tuesday.

BAGAIN BUSES

BARGAIN BUS

1972 BEDFORD 466

MoT till Jan 1991, engine needs attention or will sell the 45 seats separately, remoquette Oct 1988 (good condition).

OFFERS

Tel. 0364 207890 (14511/BB)

BARGAIN BUS

IMMACULATE VAN HOOL ACRON MAN

Power, 48 recliners, TV video, centre sunken toilet, drinks, private plate, 12 months tax, tested May 1991, first to see will buy.

Tel: 0388 604419 (14526/BB)

BARGAIN BUS

1987 FREIGHT ROVER MINIBUS

20 seat + 4 standees, PMT conversion, taxed, tested 1991, good condition, power door, destination blind.

£6,000 + VAT
Tel. (0404) 891411
weekends (14382/BB)

BARGAIN BUS

1982 FORD R1114

53 seater Duple Dominant. Double glazed, owned by us from new, recent new clutch, 12 months MoT, need repaint but apart from that in good order.

£9,500 + VAT
Tel: 0702 551658 or 710355
Ask for John (14507/BB)

BARGAIN BUS

1978 FORD DUPLE DOMINANT II

Tested May '91, ideal school or contract vehicle.

To clear – £2,000 + VAT
Tel. 0495 774000 (Gwent)

Finance arranged
Licensed Credit Broker

(14571/BB)

AEC

AEC 760, 55 seats, Plaxton, engine 6,000 miles, 11 months MoT, in daily use, £8,000 + VAT ono. Tel. (0865) 340985. (14248/AEC)

ALLCO PASSENGER VEHICLES

SPECIAL OFFER

One only AEC 760 Horizontals

Can be heard running

Ring us first

(0895) 674422 or
081 866 8900

Mobile: (0836)
529555/241379



(14568/AEC)

1975 AEC 760 DUPLE DOMINANT, 53 seater, 6 speed ZF, power door, well maintained, much loved, reliable vehicle. £5,500 + VAT. Tel. 0903 743391. (14546/AEC)

BEDFORD

1978 PLAXTON YMT

53 seater MkIV front, retrimmed seats, private numberplate, very clean, MoT March '91, taxed, must be seen.

£7,500 + VAT ono

Stans Coaches,
Maldon, Essex
(0621) 891959

(14272/BE)

DOMINANT II

1979 T Reg, 53 seats, good condition, taxed and tested.

£6,500 + VAT

Also

DOMINANT I

1974, 45 seater.

£2,750 + VAT

Tel. (0708) 750505 day
(0708) 764465 eves

(14549/BE)

BEDFORD

1989 (F) LEYLAND SWIFT EXECUTIVE

MoT March '91, Cummins engine, 24/33 reclining seats and courier seat. 20 seats around tables. Full spec including kitchen with microwave. Double fridge, coffee machine, video player, TV, radio, PA with fax and telephone facilities. Full catering equipment available. Crockery, linen etc.

Today's price new with equipment £75,000

This 1989 model at only

£52,250

Finance available to established operators

Tel. (0255) 503864

(14235 BE)

1982 X REG BEDFORD YMT DOMINANT II

53 red moquette seats, power door, Bristol dome, new MoT, radio.

£10,000 plus VAT

Tel. 0734 713257

(14245/BED)

FOR SALE BEDFORD YMP

10 mtr, 1985, Plaxton Paramount bodywork, MoT certificate Sept 1991, fitted with 38 reclining seats, Telma retarder, fitted to high spec.

Armchair Passenger Transport

Tel. 081 568 8227

(14236/BE)

1986 'D' BEDFORD YMPS PLAXTON

41 seats, Eberspacher, MoT June 1991. Choice of two.

£34,500 + VAT each

Tel. 081 759 2778

(14504/BD)

1985

BEDFORD YNT PLAXTON 3200 MARK II

53 seats, brown interior, long test, very low mileage, immaculate condition.

£33,500 + VAT

TAYLORS RELIANCE COACHES,
BEDFORDSHIRE

0642 813262

(14099/BD)



1986 D-Reg BEDFORD YNV DUPLE

320 Executive, 53/57 recliners, NSR, toilet, coffee machine, radio cassette, wired and boxed for video, mechanically and body in excellent condition.

£38,750

Tel: (0603) 871376

(14354/BEPB)

0733 898111**CLASSIFIED
MARKETPLACE****0733 898111****BEDFORD****1981
BEDFORD YNT
DOMINANT III**

New test, 12 metre, 53 E-type seats, cherished plates, absolutely excellent condition

OWNER/DRIVER
FIRST TO VIEW WILL BUY

**£12,000 + VAT ono
TEL: (0703) 643885
(HANTS)**

(14541/BE)

1985 YMT TURBO LASER EXPRESS, 53 seat, new MoT, £23,000 + VAT.
1978 YMT DOMINANT BUS, 63 seats, repainted, reseated 1989, MoT 1/90, £8,000 + VAT. Dunnets Coaches. Tel. 095 583 202.

14309(BE)

**2 BEDFORD
PJK DUPLES
ONE 1975 29 SEATER**

Power door, new floor, rebuilt engine, tested to May 1991

£2,750 ono

ONE 1978 24 SEATER
2 owners, light-use (Airfield), tested to Nov. 1991

£3,250 ono

or £5,000 the pair
Both ideal contract vehicles or Owner/Driver

**VILLAGE GROUP TOURS -
051 448 1464/0831 313740**

(14094/BE)

1978 BEDFORD PJK PLAXTON, 29 seater, MoT Jan '91, very good condition, £5,250 ono. Tel. (0903) 61554 (Worthing).

(14551/BED)

BRISTOL

BRISTOL RELH

M reg, 49 Dp seats, tested May '91, overall white, excellent condition.

£3,300 ono

0702 541511

(14515/BR)

BRISTOL LHS, 1978, Plaxton, 31 reclining seats and courier, recently retrimmed, nearly new engine, 12 months MoT, £7,500 + VAT ono. Tel. (0865) 340985.

**1973/76 BRISTOL
VRT DOUBLE
DECKERS**

All with long MoTs and in daily use. Some with PAs. Choice of 8 from

£3,000

Tel. (0785) 284667

(14228/BR)

BRISTOL

**BRISTOL/PLAXTON RE LH 6G
COACH**

Ideal for school contracts etc. 50 recliners, long test, good runner. £2,500 ono.

BRISTOL RE BUSES

ECW bodies/Gardners, '71-'74, tested. £2,500

0909 562618

(14362/BR)

DAF

DAF

**1986 (C) DAF MB200
DKFL Duple Caribbean**

TELMA, ZF 6 speed spitter. 46/51 reclining seats, demountable rear sunken toilet, rear servery, water heater, drinks machine, double glazed, carpet to centre aisle, PA system, video. Tested March '91.

£47,000 ono + VAT

Tel. 0532 700485

(14335/DAF)

FORD R1115

8 metre Wadham Stringer Vanguard coach, 1984 B Reg, PSV test June '91, 33 high back moquette seats plus 14 standees, elec op door, ideal dual purpose vehicle.

£8,500 + VAT

**Tel. (0535) 653350
(W Yorks)**

(14597/FO)

1979 (Dec) R1114 PLAXTON Mk IV. Curtains, side lockers, Telma radio, PA cassette, tinted windows, taxed, MOT January 1991. Offers. Select Coaches. Tel. 091 5864211.

(14075/FO)

IVECO

IVECO 1981

23 seater, power doors, very good condition, full size seats, MoT May 1991. £6,000 + VAT
Tel. 051 548 9809

(8996/IV)

LEYLAND

FOR SALE

**1984 12 METRE
LEYLAND TIGER**

248 Plaxton Paramount 3500 bodywork, 49 reclining seats, fitted with Telma retarder, cherished number plates, Sutrap air conditioning, toilet, video, drinks machine, first class condition.

ARMCHAIR PASSENGER TRANSPORT

Tel: 081 568 8227

(14238/LE)

DENNIS

1989 DENNIS JAVELIN Caetano. 51 seats, water boiler, toilet curtains Tempo 100, double glazing, Commer seat, continental door, excellent condition. Telephone 0273 890369. Sussex.

(14077/DE)

FORD

**1983
FORD R SERIES**

**3200 PLAXTON
PARAMOUNT**

49/53, toilet, Telma, 12 months ticket, very good condition.

£18,000 + VAT

**Tel: 021 471 2000 or
021 472 6520**

(14256/FO)

Due to replacements we have the following for sale:

**1983 12 MTR
LEYLAND TIGER
245**

Plaxton Paramount 3500 bodywork, 55 fixed seats, new engine fitted Aug '89, Rockwell back axle, cherished number plates, Telma retarder installation, bodywork in excellent condition.

ARMCHAIR PASSENGER TRANSPORT

Tel. 081 568 8227

(14237/LE)

**COACHMART
SUBSCRIPTION
STILL ONLY
£45**

48

Please mention Coachmart when replying to an advertisement on this page

ISSUE 610

0733 898111

**CLASSIFIED
MARKETPLACE**

0733 898111

LEYLAND

LEYLAND COACHES FOR SALE

£28,000	1983	ROYAL TIGER DOYEN 12-METRE New auto gearbox, 46 recliners, courier, servery, toilet.
£24,000	1983	DUPLE GOLDLINER TIGER 12-METRE 245 engine, semi auto gearbox, 46 recliners, courier, toilet, Webasto heating, curtains. Choice of 2.
£22,000	1981	DUPLE DOMINANT IV TIGER 12-METRE 245 engine, semi auto gearbox, 57 standard seats, repanelled.
£20,000	1981	DUPLE DOMINANT III TIGER 12-METRE 218 engine, semi auto gearbox, 55 Duple relax seats, repanelled.
£15,000	1980	DUPLE DOMINANT II LEOPARD 12-METRE 680 engine, 6-speed ZF gearbox, 49 recliners, courier, servery, toilet, Webasto heating, continental door, TV/video with 2 monitors, curtains.
£12,000	1980	DUPLE DOMINANT II LEOPARD 11-METRE 680 engine, semi auto gearbox, 50 recliners, Webasto heating, curtains. Choice of 3.
£7,500	1978	PLAXTON SUPREME AEC 12-METRE 760 engine, 6-speed ZF gearbox, 51 E-Type seats, courier, toilet, curtains, Webasto heating, TV/video.

**ALL COACHES TAXED AND TESTED AND IN GOOD,
CLEAN CONDITION. PRICES INCLUDE TYRES.**

PRICES EXCLUDE VAT.

HART COACHES LTD
0642 677637 (Teeside)

(14543/LEY)

1989 (F) DUPLE 340 LEYLAND TIGER

Cummins 290 ZF Auto gearbox, 55 seats plus carrier seat, continental door, white exterior. Choice of two. MoT March 1991, April 1991.

Finance available for established operators.

£77,000

0255 503864

(14232/LEY)

1982 X REG LEYLAND TIGER 218

Semi-auto gearbox, Plaxton Supreme VI express, 57 seats, MoT Feb '91, radio, pa, cassette, power door, blue and maroon, mustard moquette, Bristol dome.

£20,000 + VAT ono

Tel. 0734 713257

(14246/LEY)

1976 LEYLAND LEOPARD DUPLE

47 recliners, semi-automatic, MoT to March 1991. GREAT WORKHORSE.

£7,950 + VAT

Mountain Goat Holidays,
Windermere

Tel. (09662) 5161

(14096/LEY)

3 X 1985 LEYLAND TIGER CARIBBEAN

48 seats to Rapide specification.
All with current MoT's.

£35,500 + VAT ono

*For further details and viewing
please contact Engineering Dept*

(0492) 592111

(14242/LE)

1983 (Y) TIGER 245 PLAXTON 3500

ZF gearbox, 48 recliners, rear sunken toilet, curtains, double glazed, Telma, recent repaint, finished in white.

£30,000 + VAT

Contact Eric on 091
517 0177

Durham Travel
Service Ltd

(14325/LE)

SOUTHEND TRANSPORT LIMITED

BUS AND COACH SALES

1979 LEYLAND LEOPARD, DOMINANT II BODY, 57 seats, MoT 9/91. Painted white, ready to go to work £10,650 + VAT

1981 LEYLAND TIGERS, TL11, DOMINANT II BODIES, 51 seats, choice of two - 1 with Express doors £15,250 + VAT or £16,250 with new ticket

ALSO AVAILABLE

1985 C REG VAN HOOL ASTRO-MEGA, 84 seats, Mercedes engine, DAF MB200 Duple Lasers, 57 seats, choice of 2 MoT's June/ July 1991.

Quality repaints to coaches and buses at competitive rates, also bodywork and mechanical repairs

Telephone
Peter Levett on
(0702) 355724

(14521/LE)

1973 LEYLAND NATIONAL

11.3m, 49 seaters, reconditioned engine, long MoT.

£4,000

Telephone: 0580 240 522

(14539/LEY)

1979 PP LEYLAND LEOPARD DOMINANT 2

48 reclining seats, hot drinks, TV, video, toilet, carpet, curtains, tinted windows, MoT May '91. Exc cond.

£16,250 + VAT

Consider exchange 35 seater

Tel. (0234) 60327

(14093/LE)

1981 LEYLAND LEOPARD, 57 seater, Plaxton Supreme, COF to Aug 1991, seats recovered, power door, radio, £17,500 + VAT. Tel. (0371) 872644 (Essex).

COACHES FOR SALE

Choice of 4

LEYLAND TIGER DUPLE LASERS

- ★ 50 Reclining Seats
- ★ Grant Doors
- ★ All with MoT's

*First Registered
January 1984*

**Tel: (0332) 43201
ENGINEERING
DIRECTOR**

(14509/LE)

0733 898111**CLASSIFIED
MARKETPLACE****0733 898111****LEYLAND****1985 LEYLAND
TIGER DUPLE
LASER II**

50 recliners, excellent condition throughout, exterior white and unlettered, interior blue, radio cassette PA, MoT May '91.

£34,000 ono + VAT
Tel. (0772) 634563
(Preston)

(14550/LE)

MAN VW**1980 PRIVATE PLATE
MAN SR280**

48 reclining seats, courier seat, toilet, hot drinks machine, fridge, Webasto, continental door, double glazed, air conditioning, MoT April 1991, excellent condition.

£19,500 + VAT
Tel. (0702) 219403
Southend-on-Sea

(14561/MAN/VW)

MAN SR 280 1984 B, 53 reclining seats, air conditioning, off-side continental door, double glazed, Webasto heating, speed limiter, MoT Oct 1991, good condition, owner driver retiring due to ill health. £33,000 + VAT. Tel. 0491 681330 evenings.

(14506/MAN)

MERCEDES**1989 (F) FAMOS
CHARISMA**

Mercedes engine and parts, 53 reclining seats and courier seat, air conditioning, radio, PA, MoT June '91.

£75,000

Finance available to established operators

Tel. (0255) 503864
(14234/ME)

F REG 609D

24 seats, power door, 12 months MOT

£19,500 ono + VAT**A REG 608D**

25 seats, tail lift, long MoT, resprayed

£9,500 ono + VAT**C & M TRAVEL
051 523 3118**

(14253/MER)

MERCEDES

1984 (A) MERCEDES NEOPLAN JET-LINER, 49 reclining seats, tinted windows, plug door, full executive, new engine, MoT and taxed. Tel. 061 480 0617 or 0831 267566. (14518/ME)

SCANIA**1984 SCANIA
JONKHEERE**

49 seater, good condition, 12 month MoT, video, drivers bunk, Webasto carpets, Telma, toilet, wired for tea machine, new tyres.

£46,500
+ VAT ono
Phone
0702 551 658

(14351/SC)

**SCANIA KR112
JONCKHEERE P599**

1984, WC, TV/video, double glazed, 49/51 seats, good condition.

£44,000 ono
C&G Coaches
(Cambs)
(03543) 5210

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SCANIA**MARCH 1987
SCANIA K92**

Service bus, 59 seats, 14 standing, very considerably above average, meticulously maintained.

£50,000 ono + VAT
Sale due to loss of stage carriage contracts
JONES MOTORS
LOGIN
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(14348/SC)

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S 228 DT
74 SEAT DOUBLE DECKER
A REG MAY 1984
Mot MAY 1991

RECLINING SEATS, TOILET, KITCHEN, 8 VIDEOS PLUS USUAL SETRA REFINEMENTS. LOW MILEAGE, MUST BE BEST IN COUNTRY FOR ITS YEAR.

£55,000 + VAT
Tel. 0642
Day 230405 Eves 316652

(14353/SE)

VOLVO**1984****VOLVO B10M GLT
VAN HOOL**

49 reclining seats + courier, video, centre toilet, drinks dispenser, bunk, telephone. MoT March 1991.

£45,000 + VAT
Tel. Barrie
0787 210260
Essex

(14269/VO)

VOLVO B10M**BERKHOF EVEREST**

1983, 49 recliners plus courier seat, toilet, TV/radio, coffee machine, taxed, tested, private plate.

£39,000 + VAT
0375 673482 day,
0375 670163 eves

(14231/VO)

VOLVO**1988 VOLVO B10M
PLAXTON 3500**

Executive, toilet, drinks machine, bunk. £72,000 ono

**1984 B10M
PLAXTON 3500**

Video, Telma, toilet, Webasto, double glazing, £48,500 ono

Daisy Bus Service
(Ermine International),
Brigg 0652 52481
– ask for Nigel

(14554/VO)

1989 VOLVO B10M Plaxton 3500.
49/53, video, 2 screens, drinks machine, toilet, fridge, double glazing, curtains Tempa 100, excellent touring coach. Telephone 0273 890369. Sussex.

(14076/VO)

**1987 VOLVO B10M
DUPLE 340**

Full executive specification, 49 seats, rear toilet, TV, video, coffee machine, good condition, MoT Feb '91.

£59,950 + VAT

Tel. David Brown on
Crawley
(0293) 786006

(14255/VO)

**BAKERS COACHES
OF****WESTON-SUPER-MARE**

1981 VOLVO B10M VAN HOOL, private plate, 46/48 recliners, courier seat, rear toilet, galley, coffee machine, radio cassette and pa, wired for video, long MoT, £27,500 + VAT

1983 VOLVO B10M VAN HOOL, private plate, 49 recliners, courier seat, driver's bunk, continental door, centre wc, water boiler, radio cassette and pa, wired for TV/video, £41,000 + VAT

1983 SEPT VOLVO B10M JONCKHEERE P599, private plate, 48/52 recliners, courier seat, driver's bunk, continental door, demountable centre wc, coffee machine, radio cassette and pa, wired for video/TV, £43,500 + VAT

Tel. Michael on (0934) 636047 for further details

(14313/VO)

**1980 VOLVO B58 PLAXTON
SUPREME**

49 seats, air door, to be sold with new MoT, £18,000 + VAT

1983 VOLVO B10M PLAXTON 3500

49 recliners plus courier, toilet, driver's bunk, Telma, Webasto, private plate, excellent condition, £49,500 + VAT

081 644 2891

(14226/VO)

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SUBSCRIPTION
OFFER**

Call Mark Danvers or
Alan Hall on
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VOLVO



1983 VOLVO B10M Plaxton 3200, 53 seats, MoT April '91, power door, radio, PA, re-panelled and re-painted in brilliant white, lovely condition..... £35,000

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25p PER KM
SCOTLAND ONLY

££
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VOLVO COACHES AND MERCEDES MINIBUSES WANTED

All body types and specification purchased for cash.
Any condition.
Immediate settlement

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CARFIN, MOTHERWELL
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1986 VOLVO B10M
GLT Duple 340, 53 recliners, toilet, TV/video, tea/coffee machine, Telma, double glazing, tested until March '91.

1987 VOLVO B10M
Plaxton Paramount 3500, 49 seater, full executive, including toilet, TV/video, tea/coffee machine, double glazing, tested to March 1991. The above vehicles are well maintained.

NO REASONABLE OFFER REFUSED

**WRAY'S
OF HARROGATE**
Tel. (0423) 522466

(14266/VO)

For sale due to new fleet replacement for 1991 season.

VOLVO B10M, Telma, super executive Conference Liner 'A' reg. 1983, Duple Caribbean, 6 speed splitter ZF gearbox, 20 special reclining seats at 6 tables and 7 high-backed seats in rear section. Full kitchen with microwave cooker, large fridge, 2 sinks, hot/cold water, large worksurface, drawers/bottle racks, large Klix drinks machine, mains hook up to 240 volt electrics, sunken rear toilet, 3 TV/video screens, stereo, telephone system, carpeted throughout, double-glazed, air extractors, curtains, airport lights, driver's bunk, Webasto heating, only £35,000 + VAT.

VOLVO B10M, Telma, 1988 'E' reg Plaxton 3500 low driver, GT 4 star specification, 57 reclining seats (49 now fitted), TV/video/stereo, demountable sunken centre toilet, Webasto heating, telephone system, Klix drinks machine, fridge, aircraft lockers, all rubber floor and carpet, special large through luggage lockers and side flaps, airport lights, double-glazed, full draw curtains and sunblinds, driver's bunk, only £75,000 + VAT

VOLVO B10MT, Telma, Plaxton 4000 RS, 4-star specification, 67 reclining seats plus 2 courier seats on crew deck and driver's bunk, double-glazed, fridge, Klix drinks machine, 5 TV/video screens, telephone system, built for silent running, 3 sliding roofs, airport lights, very large luggage lockers 1986 - £69,500 + VAT with reconditioned engine 1988 - £87,500 + VAT

All the above coaches have long MOT's and have been maintained regardless of cost in immaculate condition throughout. Full service history available.

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Tel: 021-554 5232 Contact: Geoff Flight

CLARKES OF LONDON

6 x 1985 (Aug) C reg Plaxton 3500 B10M

53 recliners, double glazed, Webasto, rubber under seats, carpet to gangway, radio/pa, speed limiter, continental door, provision for toilet, MoT April 1991.

Contact Bill Clarke
or Alan Philo

£59,000 + VAT

Tel. 081 778 6697

(14251/VO)

VOLVO B10M P90 JONCKHEERE

57 Recliners. Video, radio, PA and tape. Hot drinks, fridge, Telma, Webasto, MoT May '91. Taxed.

£45,000

Part exchange possible

0935 25461

(14544/VO)

VOLVO B58 1980

54 seats, Duple

£15,000 + VAT

Tel:

0203 392655

or **0203 381686**

(14137/VO)

1989 (F)
VOLVO B10M
Jonckheere Deauville, 49 seats, high spec touring coach including Sutrik air conditioning, double glazed, toilet, refrigerator, coffee machine, Tempo 100 and curtains, excellent condition.

Offer invited

Finance terms can be provided subject to status.

Contact: Steve Gowler
071 831 8000

1987 VOLVO B10M
PLAXTON 3500
49/53 recliners, TV/video, toilet and drinks, white and red exterior with grey and red trim, choice of 2, 1 owner, immaculate vehicles.

£75,000 each

P/X welcome

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(14227/VO)

1979 (V) VOLVO B58 DUPLE DOMINANT II, 53 seats, radio/pa, tinted windows, air door, MoT and tax. Tel. 061 480 0617 or 0831 267566. (14517/VO)

! END OF SEASON SALE !

1983 VOLVO B10M DUPLE DOMINANT, 53 recliners, private registration, tinted windows, Telma, coffee machine, TV and video, newly tested, excellent condition. Choice of two..... £32,000 each ono

DAF MB200 MOSLEY ALPHA GT, 53 recliners, private registration, rebuilt engine, TV and video, coffee machine, excellent condition..... £28,000 ono

ABOVE VEHICLES MUST BE SOLD DUE TO DELIVERY OF NEW VEHICLES.

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(14220)

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VOLVO

VOLVO

B10M VIEWMASTER

53 recliners, TV, video, MoT October 1991.

£25,000 ono + VAT

081 592 7453 or evenings 04024 48072

(14371/VO)

**1981 B58 VOLVO
VIEWMASTER**

47 seats, toilet, wired for TV, video, coffee machine, tested.

£22,500

Would part exchange for older coach

Tel. (0665) 720907

(14268/VO)

**DAVE PARRY
TRAVEL LTD OFFER**

1987 VOLVO B10M JONKHEERE

P50, 51 seats, toilet, drinks machine, fridge, double glazed, full touring spec, excellent condition. £59,950 + VAT. NO OFFERS.

1988 VOLVO B10M JONKHEERE

P50, 49 seats, toilet, fridge, hot drinks, double glazed, Telma and air conditioning, spec includes illuminated no smoking signs. £75,000 + VAT. NO OFFERS.

Tel: PARRYS 0922 414576

(14100/VO)

VOLVO B58 PLAXTON
Private plates, MoT 9/91, taxed, 57 seater, Volvo re-built engine 2 years old, reconditioned gearbox. £6,500 ono

VOLVO B58 11 metre
49 seater, Plaxton, re-upholstered, re-panelled, £6,500 with MoT

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(14097/VO)

MINIBUSES

**1987 D REG
FREIGHT ROVER
SHERPA 350**

Diesel, dormobile, PSV, 16 seat bus, tax, November 1990. PSV test January 1991, soft trim sides and roof, quad vent, elec op door, low back moq seats + 5 standees, very tidy condition.

£4,750 + VAT

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(West Yorkshire)

(14596/MB)

**PHIL ANSLOW TRAVEL
1988 (E) OPTARE CITY
PACERS**

25 seats, taxed and tested. Very good condition.

£15,000 + VAT

Choice of two

1986 (D) FREIGHT ROVER

16 seat stage, new test, taxed, good condition.

£5,000 + VAT

finance arranged licence broker
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(GWENT)

(14570/MB)

**16 SEAT
MINIBUS
FOR SALE**

Long MoT.

**Ring Phil Turner
on 0522 522255
for details**

(14560/MB)

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FOR SALE**

1985 Mercedes 21 seater, £10,000

1987 Iveco 12 seaters, choice of two, £12,500 ono

Contact Brian Jones
ParaMount Leisure Ltd,
Stoke-on-Trent
(0782) 286321

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OPTARE CITY PACER

F reg, April 1989, 25 semi high coach seats, PSV spec, only 15,000 miles, immaculate throughout, not sign written.

£23,300 + VAT

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**1981 MERCEDES
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19 seater minibus. All white, unwritten, MoT July 1991, very clean.

£6,500

Part exchange for 53 seater welcome

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COACH SALES**

1987 RENAULT MASTER T35D, 15 seater, excellent luggage space.....	POA
1989 LEYLAND DAF 400 TURBO, 16 seater	POA
1988 TOYOTA OPTIMO, 18 seater, excellent condition	POA
1986 MERCEDES BENZ 310, 12 seater	POA
1987 FREIGHT ROVER, MoT March '91, 16 seats	POA
1985 MERCEDES BENZ 608D, Reeve Burgess conversion, 21 seats.....	POA

All vehicles are in good tidy condition and all have MoT's.

For further details contact:

IAN TREVIS

(0388) 811848

(14363/MB)

**WEST DURHAM
COACH SALES**

1987 RENAULT MASTER T35D, 15 seater, excellent luggage space	POA
1989 LEYLAND DAF 400 TURBO, 16 seater	POA
1988 TOYOTA OPTIMO, 18 seater, excellent condition	POA
1986 MERCEDES BENZ 310, 12 seater	POA

All vehicles are in good tidy condition and all have MoT's.

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NEW MODEL

**IVECO FORD 49.10
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AVAILABLE NOW

IVECO 49.10 Turbo Diesel (new model) Carlyle coachbuilt body with 25 seats & standees, power door, to Bus and Coach spec. EX STOCK.

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Ford Transit Diesel 16/20 seats & standees, to Bus or Coach spec., power door. EX STOCK.



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**IF YOUR WORK DOESN'T
WARRANT NEW EXPENSIVE
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"WE HAVE THE
ANSWER"**



(NEW CONVERSIONS ON OUR LATE MODEL VANS!)

PETROL 12 + 14 SEATERS

NOW REDUCED

C REG (12), new conversion, soft trim	£4,850 £4,450
1985 TRANSIT (12), overdrive, new conversion, soft trim	£4,850 £4,250
1984 TRANSIT (14), very clean contract minibus	£2,850 £3,450

*1986 MERCEDES 307D, (12), h/b seats + tables, soft trim	£7,750
*1988 TRANSIT DI ELW COACHBUILT (16) + tables + luggage	£12,995
B REG IVECO DAILY ex-fleet (11 + tables), h/b seats	£5,650

★ OBSOLETE 60s-70s PLAXTON BODY PARTS STOCKIST ★

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THE COACH BUILDER OPERATOR - KEEP OUR NUMBER - YOU'LL BE GLAD YOU DID!

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MINI BUSES

29 Seater Mercedes 8 11

Coachbuilt body,
radio/PA, video monitor,
MoT till March '91.

**£23,750 + VAT
Tel: 0895 53333**



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RENAULT MINIBUSES

For immediate delivery
Trafic, 14 seater diesel in
white, 2.5 litre.

Master, 16 seater luxury
coach, Bostrom seats,
radio/cassette.

Leasing over 5 years can be
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GRAVELLS, KIDWELLY
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Delivery anywhere UK

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NEW TALBOT EXPRESS, 14
seater, diesel, H/B .. £12,500 + VAT
86 C FORD TRANSIT, Diesel, 12
seater, Coachcraft conversion, H/B
seats, tested April '91, good
condition £5,750 + VAT
F REG TALBOT EXPRESS, 14
seater, diesel £10,000 + VAT
82 X FORD 16 seater, PSV minibus,
tested January '91 £3,000 + VAT
84 A FORD, 12 seater PSV minibus,
tested July '91 £2,250 + VAT

Part exchange considered

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Tel. (0272) 872027
or (0860) 531257

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MERCEDES 609D E REG

26 seats, boot, luxury
conversion to high
specification.

Tested September '91.
Excellent condition
throughout.

**£18,500
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1988 TOYOTA OPTIMO GL

6 cyl turbo, 58,000 miles,
19 seater + courier seat,
radio cassette and PA,
MoT 30/3/91.

£24,750 + VAT

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1988 LT50 TURBO DIESEL SPRINTER.
Luxury 23 seater coachbuilt, power
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1987 (E) TALBOT PULLMAN TRIAXEL.
22 seater bus, power door, good condition,
tested February 1991 £13,500
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gear, tested June 1991 £7,500
1986 FORD TRANSIT DI, diesel, Mellor
Special Edition, 16 highback moquette
seats, tested June 1991 £8,950
1981 (A) FORD TRANSIT DI, diesel, over-
drive, Sweet Sixteen, tested December
1990 £5,950

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FRANK CHANDLER 24 HRS
COMPETITIVE FINANCE ARRANGED
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RENAULT MASTER MINICOACHES

Diesel, plain white, 15 high
back seats, tinted glass, PA,
soft trim. EXCELLENT
CONDITION.

3 x 1989 (F) COF Feb 1991,
£11,950 ono + VAT
1 x 1988 (E) COF Mar 1991,
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DOUBLE DECKERS

DOUBLE DECKERS BRISTOL VRT/SL3

1974-81

With and without MoT.

Prices from £2,500

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(0782) 744744 (Stoke)

To view contact Derek
Smith (Stoke)

(0782) 744744
or Steve Clarke
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MERCEDES 609/709 E & F REG

Reeves Burgess & M-2-M
Bodies. 21 to 28 seater,
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Choice of four.

Prices on Application.

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1983 FORD TRANSIT, 14 seat, PSV,
genuine 72,000 miles from new, taxed
and tested, very good condition,
£1,800 + VAT ono. Tel. (0437) 710337
(S Wales). (14552/MB)

1988 (F) MERCEDES 811D, 19 seater
Executive, with large boot, low
mileage, superb condition, private
hire use only, test 9/91, £19,500 + VAT
ono. Tel. (0507) 601630. (14520/MB)

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UNCLASSIFIED

1974 PLAXTON ELITE LEOPARD, 53 seats, semi-auto, MoT 7.7.91, retrimmed **OFFERS**

1969 PLAXTON LEOPARD, retrimmed, 51 seats, semi-auto, MoT 28.9.91, modern dashboard, radio/PA/cass. **OFFERS**

1975 DUPLEX DOMINANT I LEOPARD, 51 seats, MoT 17.2.91, retrimmed, power door, speed limiter fitted, semi-auto. **OFFERS**

1975 BRISTOL LHS PLAXTON ELITE, 33 seats, Express doors, retrimmed, MoT 17.1.91. **OFFERS**

1983 MERCEDES 608D A REG, 16 seater, mobility coach, RAT tail lift, FAV, radio, PA, cassette, PSV MoT 24.1.91 **£11,000 ono**

1984 MERCEDES 608D, B Reg, 19 seater conversion, armrests, MoT 3.12.90, low mileage for year, 85,359kms **£11,750 ono**

1981 VW LT28, 12 seat PSV minibus, Robin Hood, clean, tidy vehicle, MoT 7.1.90. **OFFERS**

ALL VEHICLES SUBJECT 15% VAT

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Fax. 081 858 0264

(14218/UN)

**RE-ADVERTISED
DUE TO
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**Must be the
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Season**

Space needed

**1980 LEYLAND
LEOPARD
DOMINANT II**

New MoT, exterior white, s/auto, Telma, only 2 left.

**Final reduction
£10,500**

First to see will buy

BEDFORD YMT

1976, 53 seats, MoT June 1991, clean tidy machine, very reliable contract motor.

£3,250

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680666**

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END OF SEASON SALE**

D REG DUPLEX 425, 53 recliners, courier and toilet, fully automatic, Cummins.....	£55,000
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C REG BEDFORD YNV DUPLEX 320, 53 recliners, courier and toilet.....	£30,500
D REG BEDFORD YNV DUPLEX 320, 57 seats.....	£33,000
Y REG DAF DKFL PLAXTON 3200, 51 recliners, courier cont ent	£29,500
D REG BEDFORD TURBO PLAXTON DERWENT SERVICE BUS, 55 seats, choice of two	£29,500 each
SELECTION of 1977 to 1981 BEDFORD and LEYLAND PLAXTON and DUPLEX.....	prices from £3,000 up

All vehicles hold current COFs and are in daily service.

Above prices plus VAT.

Full details

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CHELTENHAM (0242) 574444**

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**1978 DAF
55 seater Plaxton**

1978 AEC

53 seater Duplex

1974 LEYLAND LEOPARD

55 seater, Plaxton

1976 LEYLAND LEOPARD,

45 seater, (7' 10" width)

1982 AEC 45 seater

(7' 10" width)

1970 LEYLAND PANTHER

Service Bus

Tel: 0271 43538

(11779/UN)

**1984 BEDFORD DUPLEX
LASER**

51 seater, tested 'till April 1991. Good condition all round. Recent engine overhaul.....

£24,000

**1977 LEYLAND LEOPARD
PLAXTON SUPREME.**

Tested to March 1991. Good condition for year.....

£7,500 ono

1977 LEYLAND BRISTOL

35 seater, requires testing, minor repairs needed for test.....

Offers

**ALSO BEDFORD YNT
PLAXTON SUPREME**

for spares - all side windows available

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(Central Scotland)

(14189/UN)

GREENHAM COACHLINES

**Due to Fleet update we have the following vehicles for sale as
outright purchase or take-over existing leases.
With minimal deposits.**

May 1989 SCANIA VAN HOOL ALIZEE H
51 seat exec, MoT May 91

Jan 1989 MERCEDES REEBUR
19 seat standard, MoT Jan 91

April 1982 MAN VAN HOOL ACRON

49 seat full exec with many extras, including picnic tables on most seats, generator, etc,
MoT April 91

July 1983 DAF LAG GALAXY
49 seat exec, MoT Sept 91

May 1985 BEDFORD DUPLEX LASER 1 (TURBO)
with single piece screen, 53 seat standard, MoT May 91

Jan 1980 FORD R1114 DUPLEX DOM II
53 seat standard, MoT 1 year

Jan 1978 BEDFORD PLAXTON III

33 seats around 7 tables (53 seats spare), wired for TV (2 No) video, CD, radio, cassette, PA,
MoT May 91

Most vehicles in all white livery

Tel. Clive on 0268 590050 (Essex)

(14573/UN)

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MARKETPLACE****0733 898111****SETRA****KÄSSBOHRER
QUALITY SELECTION**

Our new secondhand coaches are prepared, as only we know how, to give you the utmost satisfaction. Savour the flavour of the following samples then call us to chat about how we can best suit your tastes.

TAKE YOUR PICK

- 1983 DAF/Plaxton 3500 - 51 recliners, side lockers, radio/PA, heaters.
- 1985 Neoplan Skyliner - 77 seats, full decker fitments, above average condition for year.
- 1986 Volvo B10M/Caetano Algarve - ~~SOLD~~ seat, demountable toilet, coffee machine, TV/Video, speed limit, continental rear side door, power front door, full air conditioning.
- 1987 DAF/Caetano - 11.6 turbo engine, 53 recliners, radio P/A, courier seat, continental door.
- 1988 DAF/Duple 340 - 53 recliners, TV/Video, radio/PA, toilet, drinks, courier seat, continental door.
- 1988 Leyland Tiger Jonckheere P90 - 48 recliners, TV/Video, radio P/A, driver's bunk, Telma, Webasto, courier seat, drinks, double glazed, air conditioning.
- 1989 Setra S 215 HRI (Rational) - 49/53 recliners, demountable toilet, TV/Video, Webasto, radio/PA, courier seat, central locking, COF expires May 1991, white exterior, beige background with yellow/orange stripe. Choice of three. One sold.

STOP PRESS!

1982/1983 Setra S 215 HD - Full executive. Just into stock. Vehicles will receive normal treatment and will be sold with 6 months drive train warranty.
Ring today for information.

Year of registration does not denote year of manufacture.
Finance facilities available subject to status.

...AND THERE'S MORE

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DIRECT
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Andy Timms 0625 877658
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RING 0522 500115



Kässbohrer
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Kässbohrer (UK) Limited, Sadler Road, Doddington Road Industrial Estate, Lincoln, LN6 3RS. Telefax: 0522 500118 (14530/SE)

**DUE TO
REPLACEMENTS**

The following vehicles are for sale
1979 VOLVO PLAXTON

VIEWMASTER, 49 reclining seats, toilet.

1979 VOLVO PLAXTON

SUPREME, 53 reclining seats.

1982 DAF DKT PLAXTON
VIEWMASTER, 51 reclining seats, toilet, drinks machine, wired for TV and video.

ALL VEHICLES have current MoTs and are in daily use

All vehicles open to sensible offers, p/c considered.

B10M VOLVO CHASSIS suitable for rebodying.

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TIGER 245**

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**VOLVO B58
PLAXTON
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51/53 seaters, choice of 3 vehicles '79-'81. From £18,000-£23,000

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**1981 DAF JONCKHEERE
BERMUDA**

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£22,500 + VAT

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**1984 DAF SB2300
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PARAMOUNT**

53 E-type seats, MoT March '91, currently working, good condition.

£32,250 ono + VAT

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Both with radio/PA/cassette, side lockers and curtains.

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1978 (T) FORD PLAXTON SUPREME, (53), re-upholstered, very clean, power door and radio, MoT Oct '90.

1978 BEDFORD YMT PLAXTON SUPREME EXPRESS, (53), power doors, MoT July 1991. £5,750

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88 FREIGHT ROVER, 16, diesel, high back.

88 (F) TRANSIT, 16 coach seats, power door.

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87 E FREIGHT ROVER, 16, diesel, high back.

87 D FREIGHT ROVER, 16, diesel, high back.

86 OPTARE CUB, auto, 33 power door + standees.

86 D TRANSIT DIESEL, 12, PSV, new shape.

86 BEDFORD MIDI, 15 seat, petrol, low mileage.

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86 SHERPA, 16, power door service bus.

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85B MERCEDES 608, 15 seats plus 2 wheel chairs.

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85 TALBOT 12, PSV, petrol.

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83 VOLVO BERKHOF EXEC, full spec, new test.

83 DODGE REEBURG, diesel, auto, PSV, 17 seats.

83 LEYLAND CUB, 21 seats, power door.

83 MERCEDES 508, 19 seats, boot, PSV.

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£28,000.

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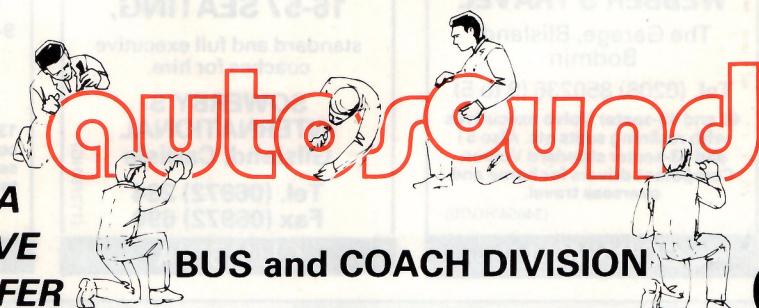
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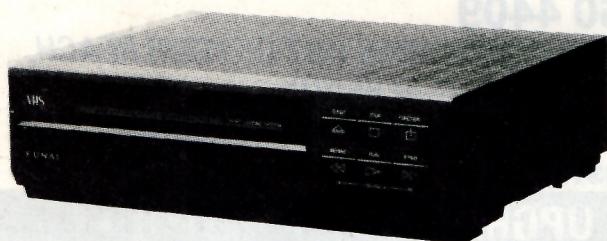
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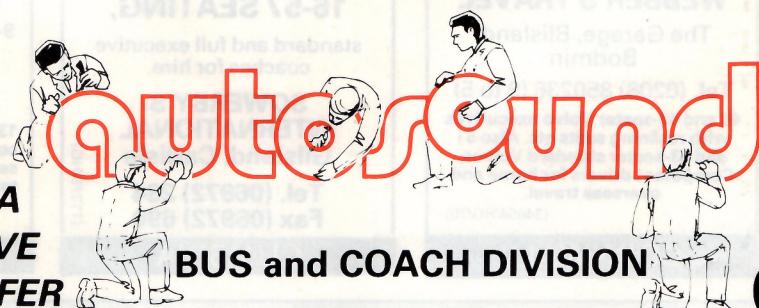
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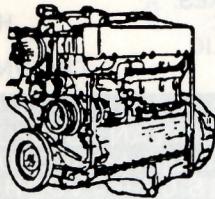
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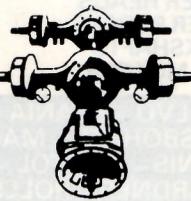
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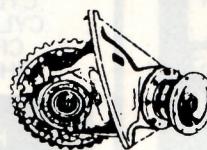
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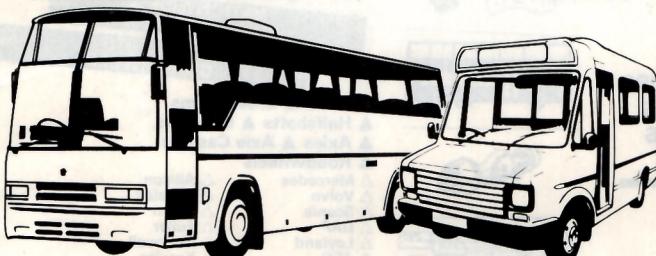
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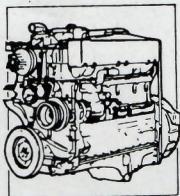
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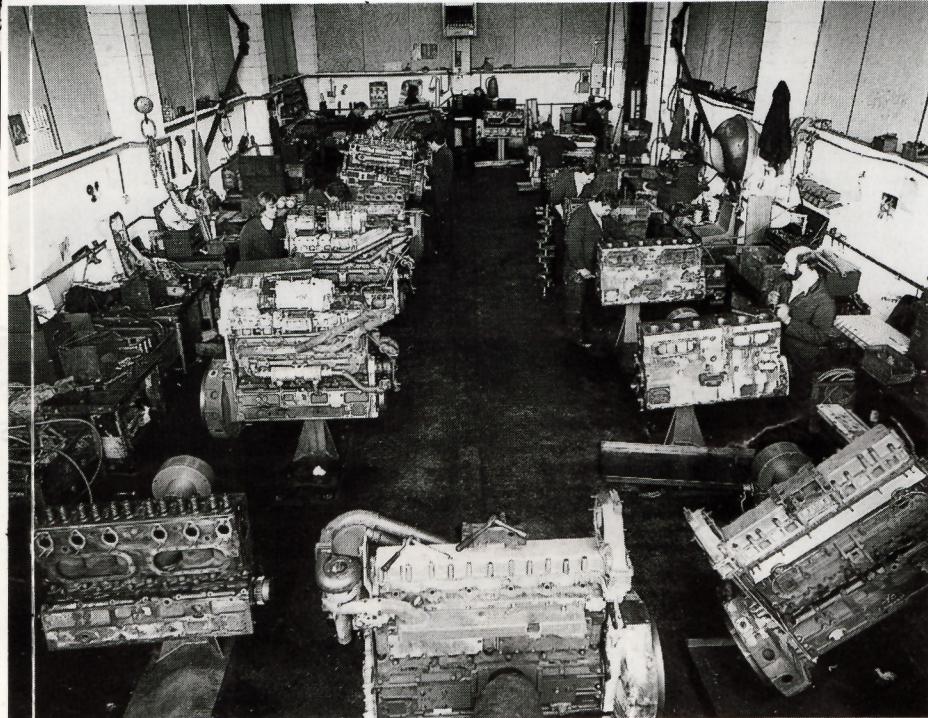
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